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The promise of tomorrow will become a reality during the decade of the seventies for the great young State of Alaska as it develops its natural resources to help supply the needs of the nation and the world.

The recent discovery of tremendous reserves of petroleum and natural gas on the Arctic Slope has caused the eyes of the world to turn toward Alaska, but those eyes have yet to focus on the real potentials for growth and development.

The Arctic Slope is only one of several potential petroleum provinces in Alaska.

The geological structures which are producing great mineral wealth in the Yukon Territory continue across the State of Alaska.

The great rain forests of the coastal areas and the hardwood forests of the interior river valleys are not being fully utilized.

The Continental Shelf of Alaska, comprising sixty-five percent of our nation's total, abounds with sea life capable of feeding the world's hungry millions, and is a potential reserve of petroleum and minerals.

Alaska's scenic grandeur and awesome beauty provide an opportunity for recreation and tourism development which is unsurpassed.

Once considered remote and isolated, Alaska now finds itself to have a most favorable geographic location. It is becoming the air crossroads of the world for domestic and foreign flights to the Orient, and provides the closest source of raw materials for the industrial nations around the Pacific Rim.

The people of Alaska have the opportunity to carefully plan the economic development of the state to avoid the mistakes of others and to make certain that our clean air and pure water will be kept clean and pure for their own safety and enjoyment and for those who will visit Alaska.

We sincerely invite you to come to Alaska, either as a visitor or as an investor in the growth and development of the State.

William A. Egan WILLIAM A. EGAN, *Governor of Alaska*

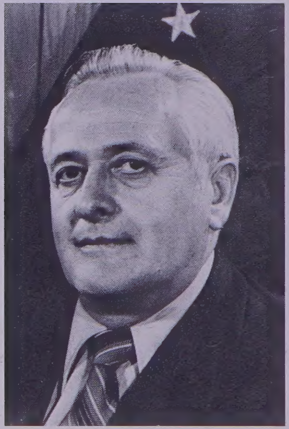

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PHOTO CREDITS: Alaska Agricultural Experiment Station, Palmer—P. 18; Alaska Airlines' photo by Bob & Ira Spring—P. 14; Alaska Construction & Oil photos by Steve & Dolores McCutcheon—P. 17, 20 (2 photos), 25, 26; Fred Belcher, Alaska Department of Economic Development—Overleaf, P. 2, 4, 14, 15, 18 (3), 19 (2), 24, 26; Camera Craft, Seattle—P. 25; Chuck Diven, Vancouver, B.C.—P. 12, 14; Governor's Office, State of Alaska—Overleaf; Bruce McAllister, Denver—P. 1, 6, 9; Steve & Dolores McCutcheon, Anchorage—P. 3, 9 (2), 10 (2), 11, 12, 13 (2), 16, 19 (2), 21 (2), 23 (2), 28. Joseph Rychetnik, Anchorage—P. 9; Arthur W. Woleben, Anchorage—P. 3 (2).

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An Official Publication of the State of Alaska *March 1970*

Department of Economic Development—Industrial Development Division
State of Alaska, Pouch EE, Juneau, Alaska 99801
Telephone—(907) 586-3460 Cable HEADNORTH

The quiet beauty of Alaska's North Slope provides the setting for the 49th State's biggest economic story of the century . . . oil in the Arctic. Photograph by Bruce McAllister.

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The Great Land

A giant of a state and its gregarious people are launching an exciting new economic era.

It's easy to get a stereotyped view of the world. Africa is deserts and jungles. Austria is mountains, waltzes and whipped cream. And, Alaska, of course, is ice and snow, totem poles, and, now, oil.

Speaking of their own great land, Alaskans will tell you that there's a good deal more to it.

Alaska is big. With one-fifth of the land mass of the United States, it could hold Washington, Oregon, California, Arizona and Nevada combined. It has the highest peaks on the continent in six major mountain ranges. (Mt. McKinley, in the Alaska Range, is 20,320 feet high). Its seacoast is longer than the Atlantic and Pacific seaboards combined. It has three million lakes of more than 20 acres, 10,000 rivers and streams, and six rivers over 400 miles long. Juneau, the capital, is almost as far from Point Barrow as Seattle is from the Mexican border, and is farther from Dutch Harbor in the Aleutians than New York is from San Francisco.

Alaska is in some ways entirely unique, and in other ways almost as diverse as the North American continent itself. There are deserts, great plains, swamps, forests, glaciers, ice fields, fjords, huge river systems, active volcanoes, thousands of islands, broad valleys.

In its four time zones are four almost distinct climates; principally an arid climate in interior Alaska with extreme ranges of temperature, and a wet coastal climate with moderate temperatures caused by the warm Japanese current curving up from the Pacific and along the Alaskan coast. It provides the majority of Alaskans with a more comfortable year-round climate, with cooler summers and warmer winters than most of the cities of the East, midwest, and northern Rocky Mountains.

Only in the far north above the Arctic Circle are found the climatic conditions often attributed to the entire state. Even then, these conditions are evident only in winter. An Arctic tour is as much a revelation to most Alaskans as it is to visitors.

Although people outside Alaska often consider the state as remotely located, it's not isolated by any means, and it is remarkably close to Europe and the Orient via international airlines that fly the polar routes and stop in Alaska. In-state connections and service to the "South 48" provide daily access to and from nearly all of Alaska's far-flung cities and towns.

Paved highways, a marine "highway" system, and two rail lines are other key passenger transportation links.

The people of this land are young, vigorous and friendly. Their median age is 23.3 years, seven years below the national figure, and third youngest in the nation. They have a higher proportion of college graduates than any other state.

Travelers are constantly impressed with the cordial, relaxed atmosphere of everyday life in Alaska and by the honest friendliness of the people. Though different racially, socially, economically and politically, Alaskans bridge these diversities to help each other in times of need: when a car breaks down on a seldom-traveled road, a hunter is lost, or a fisherman is in distress. They are enthused, involved and want the best for the future while preserving the finest of Alaska's past: a sense of personal freedom in the midst of unspoiled nature.

Alaska is not the picture of backwardness that the word "frontier" might suggest. Many forms of cultural pursuits and entertainment are available. In winter there are plays, local symphony orchestras, musicals, art shows, and fine concert artists. Besides drawing on contemporary talents from both within the state and around the world, Alaskans also are giving renewed emphasis to the preservation of ancient native arts and crafts.

Comfortable homes, modern stores, television and other manifestations of contemporary life are standard fare for most. However, with few exceptions, Alaskans all share in the added bonanza of their surroundings themselves—the air, the water, and the incredible natural environment which drew many of them north or which has held them there.

Boundless opportunities await Alaskans when it comes to flying, boating, hunting, fishing, hiking, camping, canoeing, skiing, skating, swimming, sailing and even skin diving.

Although this may convey the picture of a modern-day Paul Bunyan with a fishing rod in one hand and an oil roughneck's tool in the other, it's hardly so.

The State's school system encourages top caliber teachers to move to the state, and pays them accordingly. Schools also play a role as a principal community activity center in many Alaskan cities and towns.
The modern frontiersmen are the pioneer industrialists and businessmen, large and small; the working men willing to try new conditions; the parents seeking a healthy environment for growing families.

Challenges remain. Living costs now are more comparable with the rest of the nation. Since statehood, transportation has become more efficient, but in urban areas living costs range from 18 per cent to 32 per cent above Seattle, Washington, depending on ease and distance of transportation. In remote areas the cost of a high standard of living would be excessive, but wages are relatively high also.

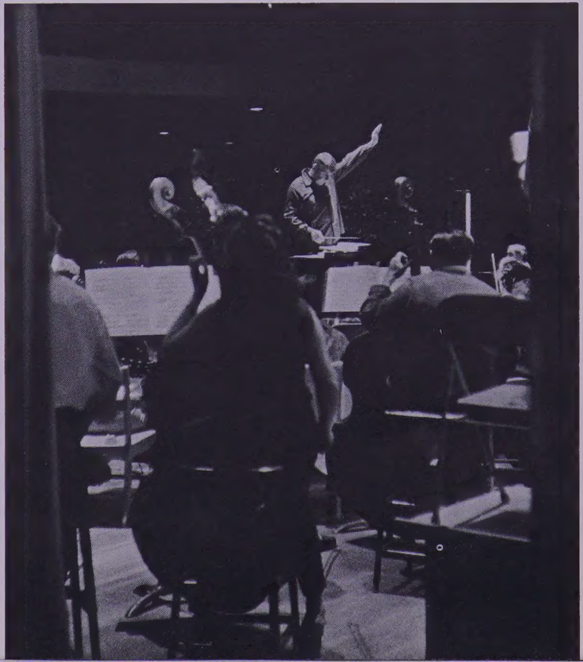
Housing costs are high. Most materials come from a long distance away, and labor rates and even real estate prices are high. Prefabricated and mobile homes, however, are reducing housing costs for many families. Most cities have been approved for Federal Housing Administration (FHA) financing, and conventional home loans have been generally available. Larger communities have medium and low income housing developments operated both by the State Housing Authority and by private investors.

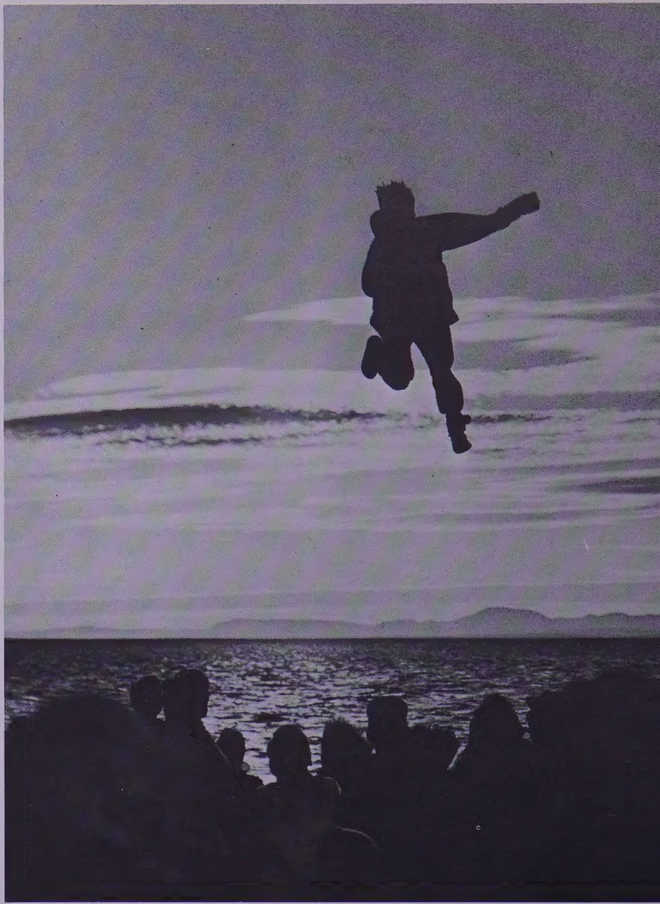
Since statehood in 1959, the economy of Alaska has accelerated rapidly and dramatically beyond even the most optimistic forecasts. But in 1968, oil reserves recognized to be probably the largest in North America were discovered on the Arctic coast. New attention was directed also to mineral deposits throughout the State. Compared to its potential, Alaska has barely begun to move.

The opportunities in Alaska challenge men's spirits. Those who have taken up the challenge have led Alaska to the threshold of the greatest economic development in the United States today. The opportunity to implement this development is yours.

COMPARATIVE CLIMATIC CONDITIONS
Monthly Normal Temperatures and Precipitation

City	January Temp.	January Precip.	July Temp.	July Precip.
Anchorage	12	0.8	57	1.9
Juneau	25	4.0	55	4.5
Fairbanks	–11	0.9	60	1.8
Nome	4	1.0	50	2.3
Washington, D.C.	37	3.0	78	4.2
New York	33	3.3	77	3.7
Minneapolis	12	0.7	72	3.3
Denver	29	0.6	73	1.5
Chicago	26	1.9	76	3.4
Detroit	27	2.1	74	2.8
Duluth	9	1.2	66	3.5





Above: Native skills, arts, and crafts are receiving renewed attention in many parts of the state.

Far Left: Anchorage, Alaska's largest city, still is within easy reach of the state's rugged wilderness.

Left: Cultural pursuits and other entertainment are an important part of Alaskan life.

Top: Contrary to popular myth, Alaskans do not live in igloos. In fact, architectural and landscape styling cover a broad range of appeals.

Six States in One

Six diverse regions make up this vast and exciting land.

🟩 Southeast Alaska (The Panhandle)

Southeast Alaska, at the same latitude as Scotland and Denmark, is only 600 miles from Seattle. Its land area, approximately that of the state of Maine, is made up of several large islands, thousands of smaller ones, and a thin strip of rugged mainland bordering Canada.

The ferries of the Alaska Marine Highway System are the principal inter-city transportation, with amphibious airlines going to smaller towns, and large jet carriers connecting the cities with the Pacific Northwest.

Most of Alaska's pulp and lumber comes from the massive spruce and hemlock forests covering the islands. The Panhandle's population of 45,000, with the exception of Juneau's, is engaged primarily in fishing, lumbering, pulp mill manufacture and tourism.

The region is a tourist paradise with scenic mountains cut by picturesque fjords, and with glaciers rising sharply from the water's edge.

The mild climate of the area seldom has temperatures below 10 degrees above zero in the winter. In the summer, the sixties and seventies are normal. Annual rainfall varies from 25 to 155 inches.

Southeast Alaska cities (with area population bracketed) are known for the following:

Ketchikan (12,000): Salmon fishing and processing, cold storage facilities, tourism, timber production, pulp mill manufacturing.

Wrangell (2,000): Lumbering; crab, shrimp, fish processing; tourism.

Petersburg (2,000): Fishing, lumbering, shell fish processing.

Sitka (7,800): Major tourist center, pulp manufacturing, logging, fish processing.

Juneau-Douglas (13,500): The state capital. A gold-producing center for many years. Situated between towering mountains, Juneau hosts thousands of summer tourists.

Haines (1,000): Northern highway terminus of the Marine Highway System, the connecting point to the Alaska Highway. Known for lumbering, logging, native arts, and fishing.

Skagway (700): Jumping-off point for the Klondike gold rush. Now the seaport for rail movements to new mining activities in the Yukon Territory, Canada.

🟥 Southcentral Alaska

Many people, gushing liquid gold, king-size vegetables, lush forests of spruce and birch, complex military installations, soaring mountain peaks, and protected harbors identify Southcentral Alaska.

In just a decade, the petroleum industry has invested more than $1 billion to tap the oil and gas resources of the area, drilling Alaska's first commercial wells on land and under water.

Production is not only from below the earth's surface, however. Protected from the fierce Arctic weather by the 450-mile Alaska Mountain Range paralleling the coast, the Matanuska Valley is famous for its farm production.

Half of Alaska's residents live in Southcentral Alaska. Anchorage is Alaska's largest city, with an area population of more than 120,000, including military. It is Alaska's social, financial, trade, and distribution center.

Anchorage is the key commercial air center for "top of the world" travel and serves Alaskan and U.S. domestic carriers as well as Orient and Europe-bound foreign airlines operating over the Polar route. Strategic military establishments are located near Anchorage. The city also is the home of Alaska Methodist University.

Valdez (population 1,000) is the seaport terminus for the Richardson Highway to Fairbanks and the southern terminus for a $900 million, 800-mile-long petroleum pipeline to be constructed from the North Slope to Prince William Sound.

Seward (area population 4,000) and Whittier are the principal access ports for the Alaska Railroad.

Kenai (area population 6,000) is an Alaskan boom town. Once famous as a Russian settlement, Kenai, today, is brimming with new businesses servicing the growing oil, gas and petrochemical industries.

Cordova (population 1,600) is a major fishing port and has potential for coal, timber and copper production.

Palmer (area population 6,500) is Alaska's chief agricultural center.

Homer (area population 3,500) is an agricultural and fishing community at the tip of Kenai Peninsula.

🟨 The Interior

Alaska's Interior is a huge rolling upland between the Alaska Range on the south and the Brooks Range on the north. It stretches from the Canadian border on the east almost to the Bering Sea coast on the west.

The Yukon River and its tributaries wind thousands of miles through this region to the Bering Sea. Native villages dot the banks along its entire length. On Interior flatlands and in the region's occasional groups of isolated mountains are many species of game, including moose, caribou, bear, mountain sheep, and a horde of migrating birds. Many big game hunters are attracted to this area.

Summer temperatures reach highs of 95 degrees, while winter temperatures drop as low as minus 60 degrees, calling for the most advanced cold-fighting techniques and products.

Fairbanks, Alaska's second largest city, with an area population of 49,000 has become a boom town as the nearest supply center for the oil fields on the North Slope, 350 miles away. It is the terminus of the Alaska Railroad and the Alaska, Steese and Richardson Highways.

Because of traffic to the oil fields, Fairbanks International Airport handled more freight during April, 1969, than any other air terminal in the world.

Long a gold-producing region, the Interior has deposits of many other minerals such as copper, lead, zinc, silver and nickel, and the state's only producing coal mines. Tourism is an important resource. Popular air tours to the Arctic native villages originate at Fairbanks. Both tourism and petroleum activities have stimulated growth to the area's hotel and motel facilities. The city, itself, operates Alaskaland, a colorful look at the frontier state's lusty past.

A few miles from Fairbanks in College is the University of Alaska, a state institution with a large campus, liberal arts curriculum, and nationally recognized geology and engineering departments.

Almost one-third of the military forces stationed in Alaska are at two large installations near Fairbanks.

Other principal towns of the Interior are Nenana, Circle, Fort Yukon, Big Delta, Tok Junction and North Pole.

■ Western Alaska

Egegik, Naknek, Platinum, Russian Mission, Mary's Igloo, Unalakleet, Eek, Pilot Village—these are typical names in the remote western Alaska region between the Interior and the Bering Sea, and between the Seward Peninsula on the north and the Alaska Peninsula on the south.

Nome is the most widely known town. This gold rush tent city of the turn of the century today has an area population of 5,200 and is a tourist and trade center for the mineral-rich Seward Peninsula. Awaiting future development are gold, silver, tin, beryllium and copper.

Many Eskimos today are engaged in reindeer herding and ivory carving there. With the aid of a State-built slaughterhouse in Nome, Eskimos can obtain cash income from marketing reindeer meat, in addition to using the hides and sinews for Arctic clothing.

In this region and the Arctic are the frame and earth homes of Alaska's 28,000 Eskimos, scattered over 200,000 square miles. The ice igloo is a rarity here, reserved for emergency wilderness protection, and taught to the young Eskimo men by the Alaska National Guard.

High winds and high humidity mark the winters in western Alaska, while cool, rainy and foggy weather prevails in summer.

Commercial fishing is important to the economy of Western Alaska. Research is under way to predict and level out the future harvests. Dillingham (population 1,000) is the main supply point for operations in Bristol Bay, site of the principal fishing grounds.

The other major fishing area is along the Kuskokwim River. Bethel (population 2,150), 90 miles from the sea on the banks of the river, provides educational and medical facilities to nearly 7,000 Eskimos in outlying villages.

■ Southwest Alaska

Southwest Alaska is a land of contrasts. It includes the Aleutian Chain, Alaska Peninsula, and the Kodiak Island group. From the forested hillsides, statuesque mountains, and fish-filled lakes of the Alaska Peninsula and Kodiak Island group, Southwest Alaska extends 2,000 miles westward through the barren and volcanic Aleutian Island chain. Nature was violent in her creation of this area and the largest volcanic range on the continent is located here. A major tourist attraction is the Valley of Ten Thousand Smokes in the Katmai National Monument.

Within this region are the breeding grounds of the sea otter and the fur seal. Both species were almost decimated in the early part of this century, but they have been redeveloped through careful State and Federal controls. The seals are under control of the U.S. Government for conservation and harvesting of the hides. After annual counts, the surplus males are harvested.
The herd now numbers 1,500,000.

Timber resource development, especially in the Afognak region, also is showing new growth.

Kodiak (area population 9,600), first permanent Russian settlement in Alaska, is the largest town in this region and has undergone considerable new growth. Because of its many canneries and processors, the city is called the King Crab Capital of the World.

The city also boasts major salmon and halibut activity and is one of the leading fishing ports in the United States.

Farther out on the Aleutian chain are military radar installations, weather stations, airports, and isolated supply and fish processing settlements.

The brown bear on Kodiak Island and the trout of Southwest Alaska are trophies coveted by sportsmen throughout the world.

The native population of the region is made up of the famous Aleuts,who are related to the Eskimos, but have their own language, customs, and traditions. The Aleuts were among the first of the Alaskan native tribes to come in contact with the Russian traders in the Eighteenth Century.

■ The Arctic

The year 1968 marked a turning point for the Arctic and undoubtedly for Alaska as well with the discovery of oil at Prudhoe Bay on the Arctic coastlands of the North Slope of the Brooks Range. Exploration by several companies in 1968 and 1969 revealed reserves possibly the largest in the nation, which motivated a three-company agreement to build a $900 million pipeline 800 miles from Prudhoe Bay south to the ice-free port of Valdez. A further step was the outfitting of a $30 million icebreaking oil tanker, the Manhattan, to probe a new Northwest Passage. The climax came September 11, 1969, with the sale of 450,858 acres of oil leases on State-owned land for $900 million.

Overall, the Arctic, north of the Brooks Range, is rolling tundra country, barren and treeless. Its shores are washed by the Arctic Ocean and are ice-locked from seven to eight months each year.

The climate in the Arctic is extreme in comparison with the temperate climate of the first 48 states. Winter temperatures average about 17 degrees below zero and climb to an average of only 40 degrees in the summer. This is the land of the midnight sun, and for two months during the summer, it never sets. In the winter, two months of perpetual darkness occur when the sun never gets above the horizon.

This is the home of the polar bear and walrus. It is home, too, of the grizzly bear, the caribou and the wolf. In the spring the cry of "Whale!" brings a stampede of young Eskimo men from the villages to man their frail skin craft, powered, of course, by modern outboard motors. Whales are still enjoyed within this region as a food supply.

Principal cities are Kotzebue (area population 2,000) and Barrow (area population 2,000), the farthest north point in North America. The population of the region is predominantly Eskimo, but includes a small number of whites as well. Hunting and fishing provide subsistence in this Eskimo country and the economy is based upon tourism and the exploration for extractive natural resources. Tourism is accelerating rapidly as ever-increasing numbers of tourists arrive to observe the picturesque Arctic way of life. (Even so, both Kotzebue and Barrow have stores, banks, theaters, schools and medical facilities, just as any other town does.)

Air travel is the principal means of access to, and within, the Arctic. Scheduled air service and charter flying have been available from Fairbanks and Anchorage for years. New, giant Hercules and other transport planes also are carrying personnel and massive loads of cargo to the North Slope oil fields each day.

Giant Steps to the Future

Petroleum and petrochemicals move to the top. Fishing, forest products, and tourism are close behind.

Although Alaska may have been Seward's Folly in the mid-1800s, that nickname is anything but true today.

Success is the byword.

In its first decade of statehood, Alaska has taken some sizeable strides in the strengthening of its economy—in fisheries, forestry, petroleum, transportation, foreign commerce, and tourism.

New technologies and concepts of development are being applied as Alaskans move into an exciting new era of growth.

The quality of life in Alaska's communities is being greatly enhanced through municipal programs creating new water and sewer systems, public utilities, roads and streets, urban renewal projects, central business development districts, port facilities, parks, playgrounds, and modern schools. Alaska's uniquely operable State Constitution provides a design for State and local government, benefiting from lessons learned in other states.

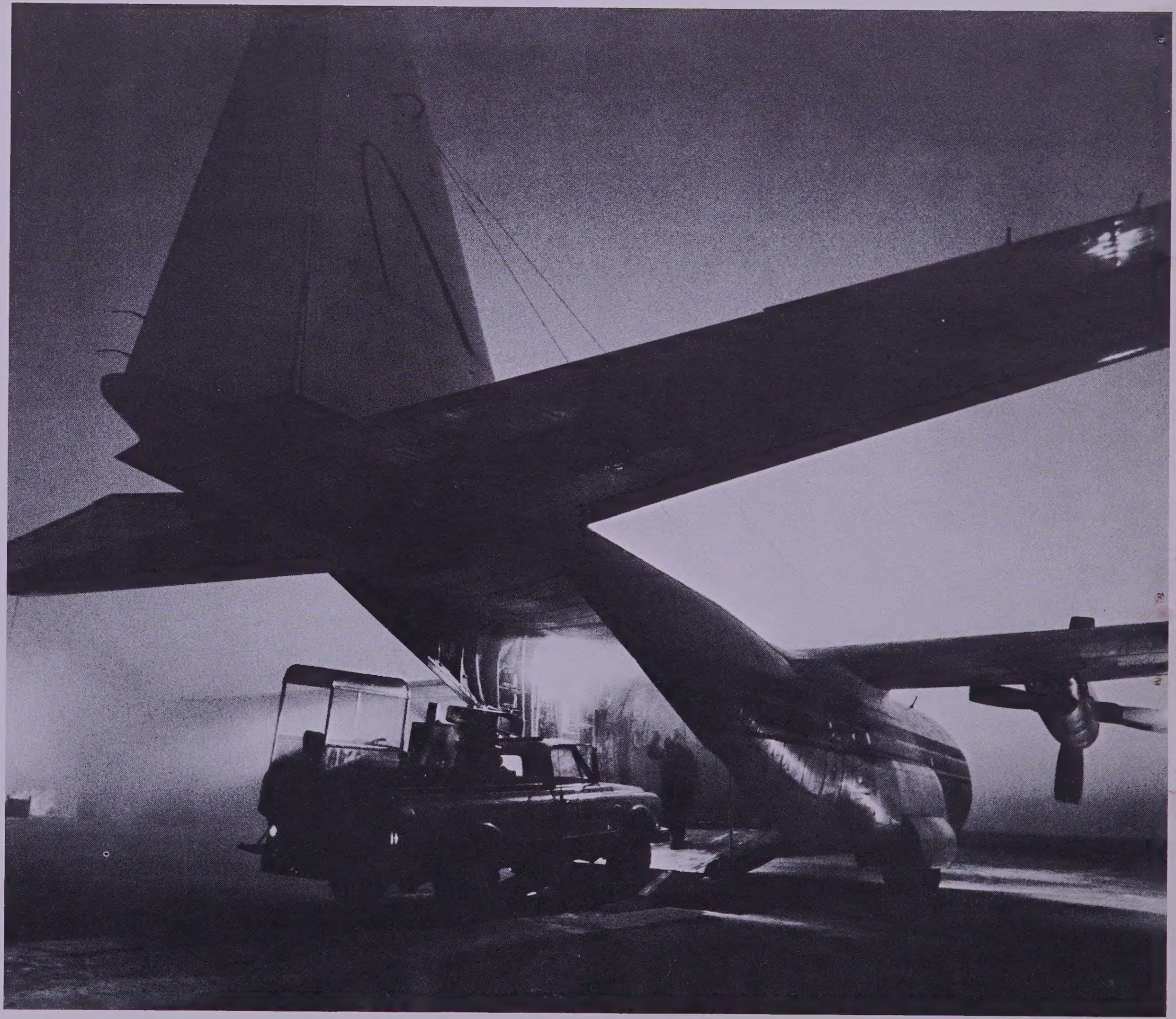
For years, Alaska was considered an isolated subcontinent near the top of the globe. Today, it is one of the most centrally located regions of the world, nearly equidistant from the major population centers of North America, Asia, and Europe, and serving as an air transportation link to all three continents.

The jet age has changed Alaska's relationship to the rest of the United States, too. From Seattle, Juneau now is only 2 hours away, Anchorage 3¼ hours, and Fairbanks 3½ hours.

Another disability was the "igloo image" which Alaskans worked hard to overcome. Today, however, combined with jet travel, the 49th state is sparking a winter and "off-season" tourism industry.

Construction is a third example. For decades, building in Alaska was limited to the summer months. Now, with plastic sheathing, space heaters, and concrete additives, construction goes on year-round.

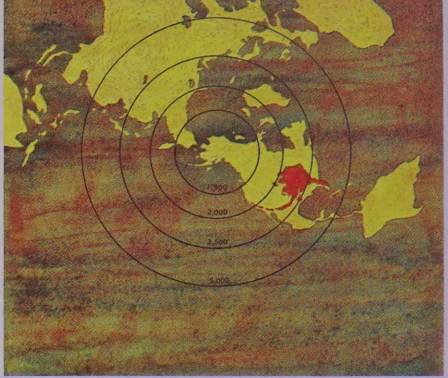
The Federal government, owner of more than 95 per cent of Alaska's land, has become a partner with State government and private industry. It has expanded the activities of the U.S. Department of Commerce in Alaska;



Few parts of the world have made better use of airplanes and helicopters in their growth than Alaska. The North Slope oil program is a typical example.

Alaska is a principal international air crossroads, serving as the focal point for flights linking Europe, the Orient, and the continental United States.

The state's 586,000 square miles make Alaska two and one-half times as big as Texas. And, as shown here in red, Alaska stretches from coast to coast when superimposed on a map of the United States.



BASIC DATA

Discovered: 1741
Purchased by U.S.: 1867
Became Territory: 1912
Became the 49th State: January 3, 1959
Area: 586,412 sq. mi. (⅕th size of Continental U.S.) Rank: 1st
Coastline: 33,904 miles. Rank: 1st
Continental Shelf area: 560,000 square miles. Rank: 1st
Est. Total Population, 1968: 285,000. Rank: 50th
Median Age: 23.3 years (7 years younger than the national figure)
Civilian Workforce, 1968 average: 100,100
Rate of Population Increase, 1950-1960: 75.8%
Rate of Population Increase, 1960-1968: 26%
Per Capita Income, 1968: $4,124. Rank: 3rd National Average, 1968: $3,412
Population Increase, 1959-1968 (Est.): 60,000

GROWTH SINCE STATEHOOD

	1959	1968	Increase
Civilian Population	186,000	252,000	+ 36%
Labor Force	69,500	100,100	+ 44%
Employment	62,900	91,000	+ 45%
Licensed Businesses	9,203	12,432	+ 35%
Personal Income	$562,000,000	$1,130,000,000	+101%
ECONOMIC ACTIVITY (Last 000 omitted)			
Value of Resource Production			
Fisheries	$ 72,204	$ 217,500	+202%
Minerals	20,500	218,600	+967%
Timber	36,700	93,350	+154%
Agriculture	5,124	5,353	+ 4%
Foreign Exports	6,500	55,325	+752%
Foreign Imports	3,100	23,728	+665%
Gross Volume of Business	713,212	1,555,330	+118%

created the Federal Field Committee Office; and expanded the Small Business Administration and the Economic Development Administration.

Alaskans have attacked immediate problems which could hinder the pace of development. They bonded themselves to create a modern ferry system to free the water-locked communities of Southeastern Alaska, Prince William Sound, and Kodiak Island. This ferry system was extended late in 1967 to link Alaska directly with Seattle and its national transportation arteries. Existing airports were improved, new airports created, and, today, Alaska ranks first in the number of public airports. Great sums also were expended on developing harbor facilities, upgrading highway systems, and creating campgrounds and other recreation facilities.

The effect of all this on Alaska's economy in the first decade of statehood has been exciting. The gross volume of business in the state jumped 118 per cent; foreign exports soared 752 per cent; civilian non-agricultural employment grew by 44 per cent; and total personal income increased by 101 per cent.

The acceleration of development is, in fact, taking place at such a pace that even the state's top economists are having difficulty measuring it. It is stunning. Even the most sophisticated program, the most well-developed plan, is likely to be modified before the ink is dry.

The state's geologic structure is similar to that of Canada and the eleven western states. Comparisons based on these already-developed areas indicate that Alaska's mineral production could increase over the present rate by 30 times, and perhaps as much as 100 times, with a potential annual production of $2.5 billion.

The biggest obstacle facing the developers of Alaska today is a lack of precise knowledge concerning mineralized areas, without which private enterprise is unwilling to move ahead. The State's Department of Economic Development now is spearheading an effort to obtain a joint commitment for primary surveys such as Canada has used with considerable success. For every $1 spent by the Canadian government in exploration, $100 of production has resulted.

The principal means under study today is remote sensing, a coordinated use of airborne and ground electromagnetic and photographic sensing devices to gather and interpret resource and topographical data. Likely steps to be accomplished with it are an inventory of metallic ore bodies, a complete topographical mapping of Alaska, timber resource inventory, soil analysis gathering of data necessary for pollution prevention and control, recreation planning, land management, conservation control, flora inventory, game counts, a continental shelf underwater resources inventory, and, possibly, other benefits.

With many resources visibly available, however, Alaska has gone to investors in the heavily industrialized Asian nations, now so hungry for raw materials. Development capital, which came at first in a trickle, now is coming in a flood from outside the United States.

In addition to supporting the ALASKA FAR EAST TRADE AND INFORMATION OFFICE in Tokyo, Alaska's government and industry have sent several trade missions to Japan and found some financing to develop the state's resources.

Today, after processing within the state, a large proportion of Alaska's forest products feed the expanding requirements of Japanese industry. Today, petrochemicals and liquefied gas leave Alaska after conversion within the state. Tomorrow, the world can expect coking coal, copper, steel, tin, beryllium, exotic furs, an incredible array of fishery products, meat, and Alaskan-made commodities not yet dreamed of.

The transportation of these future products now is being planned. Paving the Alaska Highway is one step under discussion between Canada and the United States. Containerized ocean cargoes already are chopping shipping costs by one-half to two-thirds.

Alaska, which may be the nation's greatest bank of natural resources, is not crowded. Its total population is less than that of many medium-size cities in the United States. Is there still room in Alaska? Still time?

For the newcomer with vision, yes. No reservations, no waiting in line. Just step up with the Alaskan dream in your pocket and the will to work in your heart.

Petroleum Industries

The North Slope occupies the world's attention. At the same time, increased oil activity is taking place in other parts of the state.

The word for Alaska in 1969, and, perhaps for decades to come, is OIL. September 10, 1969 saw the opening of oil lease bids which brought the State a whopping total of $900 million for the right to drill for oil on Arctic lands. Action stemmed from the discovery of vast petroleum deposits in 1968 on the North Slope of the Brooks Range. They were evaluated to be one of the world's largest accumulations.

Judging by the planned investment of the petroleum industry which sank approximately two dozen wells at close to $3 million per well, a total of 10 to 20 billion barrels in reserves appears to be a conservative figure. One authoritative source forecast that the recoverable offshore reserves alone would exceed 100 billion barrels, and could go as high as 200 billion barrels. Even 10 billion barrels, however, is greater than the proven reserves of Louisiana, Oklahoma and Kansas combined, and half the oil in Texas. Within a few years, Alaska could be producing half the nation's petroleum. (Before the North Slope discovery, the state's proven reserves were 800 million barrels.)

Nearly every major petroleum firm and several foreign companies have located within the state, and many have earmarked nearly all of their entire world exploration budgets for work on the North Slope. In two years at the close of the Sixties, oil exploration expenditures totaled nearly $1 billion, more than the total for the previous nine years.

Today, the state ranks eighth in oil production, and is first in production per well from diversely located fields. In 1967, oil and gas production totaled $95 million; in 1968, $188 million. The increase came from new offshore wells brought into production in Cook Inlet near Anchorage. The Peninsula also accounts for the state's eleven gas fields, with reserves estimated at 4.5 trillion cubic feet. Other areas of the state such as Bristol Bay and the Gulf of Alaska also are showing promise.

Now, however, an Arctic oil boom is on. There are many indications of its scope. Humble Oil, Atlantic-Richfield, and British Petroleum are financing a $900 million, 800-mile pipeline from the Arctic to the Gulf of Alaska, one of the most costly privately financed construction feats in history. In full operation, the four-foot-diameter pipeline will be able to handle 2 million barrels per day, with initial capacity of 500,000 barrels per day. Contrast this with Alaska's total daily production in January, 1967, of 54,000 barrels, and in June, 1969, of 200,000 barrels.

As another way of getting the oil out, however, one company has invested $30 million to outfit and test an ice-breaking oil tanker, the 115,000 ton S.S. Manhattan, to prove the 4,500-mile Northwest Passage. It may be followed by a fleet of such ice-breaking tankers. At the same time, the construction of other supertankers has been announced. These ships will carry petroleum from the Valdez pipeline terminal to refineries in Washington state.

Fairbanks' airport, the major supply point for the North Slope, looks like the staging area for a huge military campaign. In just the first year of the oil boom, Fairbanks' airport handled more tonnage than the entire Berlin air lift, most of it in round-the-clock freight shuttles utilizing giant Hercules transports landing on new Arctic airstrips. Seventy-one trips are needed for a single well.

More than 340 trucks also drove the winter ice road before the spring, 1969, thaw, and a huge barge fleet brought in more supplies to the area during the summer of 1969.

Until now, Alaska has been largely dependent on refineries outside the state, although Standard Oil has operated a plant since 1963 on the Kenai Peninsula. Now, another is moving to completion there. The company has a contract to process the State's royalty oil. Also, a new refinery is expected to be constructed in the Fairbanks area.

Drawing from Kenai's natural gas deposits, Phillips Petroleum and Marathon Oil Company have invested $57 million in a plant to liquefy natural gas to sell to Japanese firms. In 1969, Collier Carbon and Chemical Company, a subsidiary of Union Oil, dedicated a $50 million fertilizer manufacturing complex to produce ammonia and urea, principally for sale in Japan.

SUMMARY OF 1968 PETROLEUM INDUSTRY ACTIVITY

SOURCE: Division of Oil & Gas, Department of Natural Resources, State of Alaska

Drilling Permits Approved	116
Exploratory Wells Spudded	21
Development Wells Spudded	36
Wells Completed (Oil)	84
Wells Completed (Gas)	8
Wells Abandoned	21
Footage Drilled, Exploratory	173,504
Footage Drilled, Development	1,002,339
Total Footage Drilled	[illegible]
Average No. Active Rotary Rigs	20
Average Daily Oil Production (barrels)	180,742
State O & G lease acreage in effect at year's end	3,958,575
Federal O & G lease acreage in effect at year's end	6,817,518
Federal payment of Oil and Gas lease rentals	$ 2,894,533
Federal payment of Oil and Gas lease royalty	4,954,597
State Oil and Gas lease bonus	4,045,493
State Oil and Gas lease rental	3,444,597
State Oil and Gas lease royalty	14,474,131
Total	$29,813,351

Far Left: Alaska's first major commercial petroleum developments took place during the past decade in Cook Inlet, southeast of Anchorage.

Above Left: First major test of the Northwest Passage's potential for passage by large commercial ships, particularly tankers, was made in 1969 by the giant Manhattan.

Left: Mid-winter drilling on the North Slope calls for a new technology for the oil industry.

Above: The Kenai Peninsula, adjacent to Cook Inlet, has become the center of a growing petrochemical and petroleum refining industry.

Fishing Industry

Salmon and king crab rank at the top, but new products are gaining attention.

In June, 1969, the KODIAK MIRROR reported, "Kodiak may have another new fishery developing this year, due to the persistence and personal conviction and fishing expertise of a pioneer Kodiak family with the grit and determination to make a success of anything they undertake—the Gugel family. . . .

"It took Kodiak fisherman Jerry Gugel, Sr., and his family to prove (1) that there is a prawn resource, (2) that it can be harvested successfully, and (3) that it appears to be in large enough quantity to support a relatively significant effort. . . ."

What Mr. Gugel and a growing number of fishermen have found out is that Alaska's bountiful fisheries resources still hold many new opportunities.

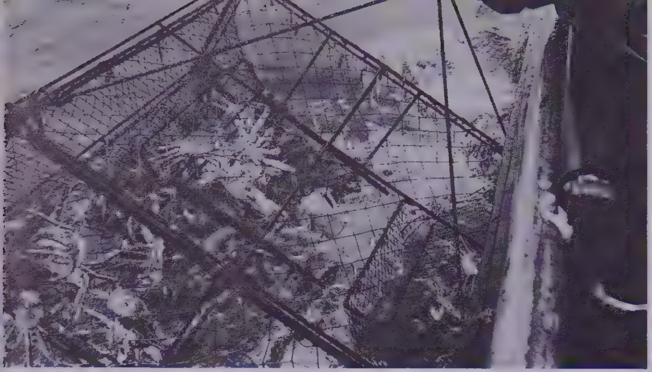
Fishing has long been Alaska's most valuable industry. However, as might be expected, oil is beginning to tip the scale. The 1968 fisheries production total was $217.5 million, despite the fact that only a fraction of the total available supply was harvested.

Based on the figures for the values of Alaska's fish products processed in 1968, the most significant fisheries, in order, are salmon, king crab, halibut, shrimp, herring and herring roe, and dungeness crab. Many professional and scientific personnel have been employed in research aimed at maximizing sustained yields in all fisheries.

In 1968, the industry in Alaska employed more than 30,000 persons, including 21,000 licensed fishermen and 9,000 people in plant operations.

Salmon still is the leading fisheries product. Canned salmon is the major use, but each year a larger portion is being distributed to the fresh, frozen and cured markets.

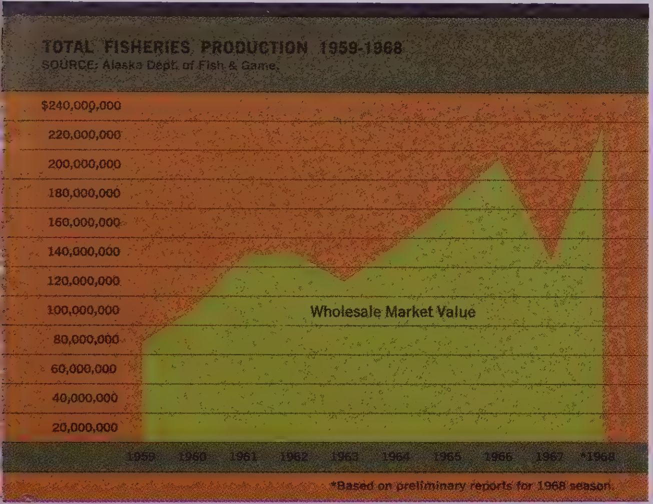
Of the many seafood resources king crab has become the most spectacular growth fishery of them all, second in value only to salmon. More than three-fourths of the production is sold in frozen form, with the fishery operating on a year-round basis, in contrast to the highly seasonal salmon and halibut operations. To assure proper industry growth, the Alaska Legislature in 1965 established the Alaska King Crab Marketing and Quality Control Board which initiated



Above: A large crab pot is hauled aboard, abundantly loaded with Alaska's giant king crab.

Above Left: Alaska's delicious shrimp represent one of the growing new products of the state's fisheries industry.

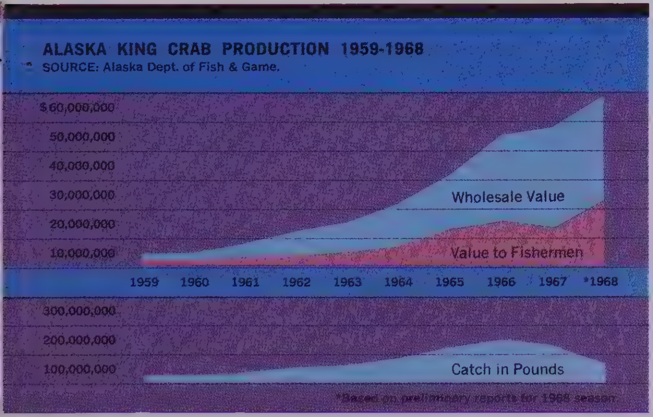
Left: From Ketchikan to the Aleutian Islands, fishing boats such as this purse seiner are a common sight in Alaskan waters.



TOTAL FISHERIES PRODUCTION 1959-1968

SOURCE: Alaska Dept. of Fish & Game.

*Based on preliminary reports for 1968 season.



ALASKA KING CRAB PRODUCTION 1959-1968

SOURCE: Alaska Dept. of Fish & Game.

*Based on preliminary reports for 1968 season.

programs to improve the quality of the product and also launched an advertising campaign to increase markets. Exploration now is underway to define further the extent of this valuable resource. While decreasing slightly in pounds from 1967 to 1968, the catch rose in value one and a half times, with dungeness and snow crab production increasing in both poundage and value.

In terms of production and size of fleet, the shrimp fishery is in its infancy. Landings of 42 million pounds in 1968 are but a tenth of the potential annual harvest. Recent developments in food processing technology have encouraged shrimp prospects.

Salmon roe, an insignificant by-product a few years ago, has grown into a $12 million annual business. Very little is wasted. Virtually every salmon plant in Alaska is extracting all salmon roe in the catch, providing several hundred new jobs for Alaskans.

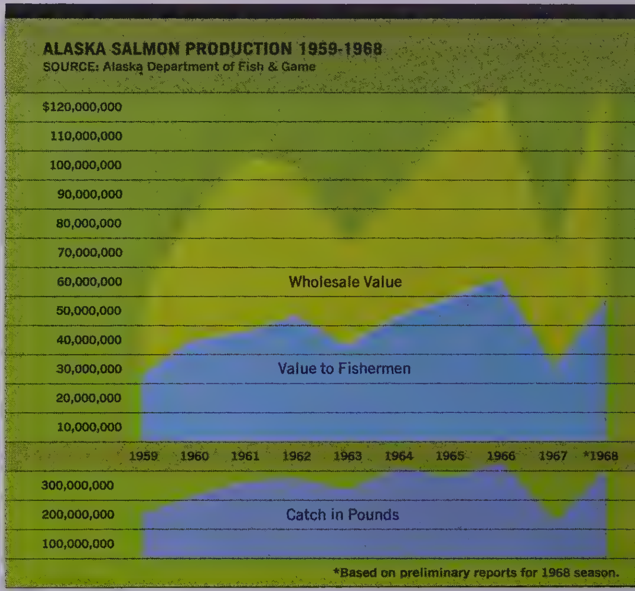
Other commercial species of marine life harvested in Alaskan waters include sablefish, snow crab, oysters, scallops, abalone and clams. Together, they account for 7 per cent of the total Alaskan fishery. And yet, the potential of these resources is staggering.

For each of the past several years, the value of fish caught in Alaskan waters by U.S. fishermen has exceeded that of most or all of the 50 states. The total investment in vessels and facilities now approaches $1 billion. Each year in Alaska, 172 companies operate from 200 to 240 processing plants, depending on catch predictions for the various species.

Even so, a great potential harvest lies in species now barely touched by U.S. fishermen. Estimates for this undeveloped potential include 400 million pounds of shrimp, 1.5 billion pounds of flounder, 1.2 billion pounds of herring, 700 million pounds of hake, 300 million pounds of Pacific perch, 140 million pounds of cod and pollock, 60 million pounds of sablefish, and 500 million pounds of other commercial species.

Dipping into some of these resources for the first time in 1969 was a huge new U.S. trawler, the Sea Freeze Pacific, built with a $2.6 million Federal subsidy. The 294-foot vessel, displacing 3,100 tons (equal to ten or twelve of the largest domestic Alaskan vessels), has a capacity for freezing and storing two million pounds of fish products.

How ever it comes, development of the continental shelf resources could totally free our nation from dependence upon foreign imports of these valuable food fish, and could also provide large quantities for export to a protein-hungry world. For this giant-sized task, giant corporations have been suggested: vertically integrated companies which can harvest, process, transport, and market these resources. Such a development could well come soon, however, since these abundant resources now are receiving the energetic attention of Soviet, Japanese, and South Korean high-seas fishing fleets.



ALASKA SALMON PRODUCTION 1959-1968

SOURCE: Alaska Department of Fish & Game

*Based on preliminary reports for 1968 season.

Forest-Based Industries

An abundant supply of raw material and a sizeable export market are principal growth factors.

The first-time visitor to Alaska quickly becomes aware of the enormity of three distinct geographical features . . . water, mountains, and forests.

In fact, much of Alaska is a lush and stunning amalgamation of the three.

The state's enormous forests, alone, could produce an annual sustained yield of 1.5 billion board feet of lumber, nearly three times Alaska's record 1968 cut, and enough to construct close to 100,000 three-bedroom homes.

The total commercial volume available is estimated at 215 billion board feet. These forests take up 28 million acres of the total 120 million acres of forest land in Alaska.

Only about two per cent of the annual production becomes finished lumber. This is sold mainly within the state.

Four per cent is exported in the form of round logs (primarily from Bureau of Indian Affairs and private lands); 27 per cent is shipped in cants (logs cut on at least three sides, with one dimension no more than eight inches), and the remaining two-thirds is processed into wood pulp.

Almost 600 million board feet were produced in 1968, gaining $92 million for Alaska. More than half of that total was exported, accounting for the bulk of the state's $50 million in exports for the year.

Wages from the industry are important to Alaska too. In 1969, an estimated $35 million were distributed.

Logging activities carried out by this work force take place in two distinctly different types of forests: coastal and interior.

COASTAL (13,247,000 acres of forest land including 5,749,000 acres of commercial forest lands) The two National Forests, Tongass, in Southeastern, and Chugach, in Southcentral Alaska, presently yield about 90 per cent of the state's total production. An important reason is that about three-quarters of the commercial timber within them (approximately 138 billion board feet) is estimated to be within two and one-half miles of tidewater, half on forested islands and half on a 1,000-mile-long stretch of mainland. From this area, containing 80 per cent of the marketable timber, according to one source, the annual allowable cut is 891.5 million board feet.

Western Hemlock and Sitka spruce account for 96 per cent of the growth. Both are well suited for high-grade pulp and lumber production.

In the Southeastern area, lumber mills are producing a record volume. Large pulp mills at Ketchikan and Sitka operate on a three-shift, 24-hour basis. They have invested more than $120 million, and, together, produce more than 1,000 tons daily of high-grade dissolving pulp. They employ approximately 2,000 men in all phases of their operations. Their annual production is estimated at more than $60 million.

In early 1968, U.S. Plywood-Champion Papers, Inc., picked up an option on 8.75 billion board feet of timber in Tongass National Forest, agreeing to have a pulp mill in operation by 1973. When in operation, it will produce about 500 tons of pulp daily (approximately 170,000 tons per year), supply 200 million board feet of timber annually, and provide more than 800 jobs.

Other mills at Ketchikan, Wrangell, and Haines each are capable of producing more than a quarter of a million board feet of lumber a day. Smaller mills are in operation at Petersburg, Seward, Anchorage, and Fairbanks. Some of these also produce chips for use in pulp.

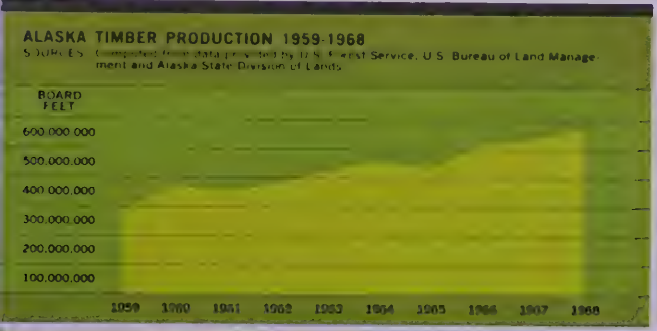
INTERIOR (105,804,000 acres of forest lands, including 22,469,000 acres of commercial forest land) The forests of the Interior are mainly white spruce and birch, with some aspen. They cover an estimated 106 million acres with an allowable annual harvest potential of 600 million board feet. Most are located in river valleys which could be used for transportation of logs and lumber. The forest resources of the Interior are literally undeveloped. They present one of the best opportunities for new industry.

New methods may be needed, however. At present, aerial and ground surveys are being conducted to inventory the most promising stands of timber. Shear cutting, using giant scissors-like machines, may be the most economical method, and the winter may be better than summer because of the greater firmness of the frozen ground for movement of machines. This could help to balance Alaska's traditionally seasonal employment picture. Recent orders for timbers and pilings for oil companies drilling on the permafrost surface of the North Slope have created a ready market for Interior timber resources. This will especially benefit small sawmill operators in the Fairbanks area.

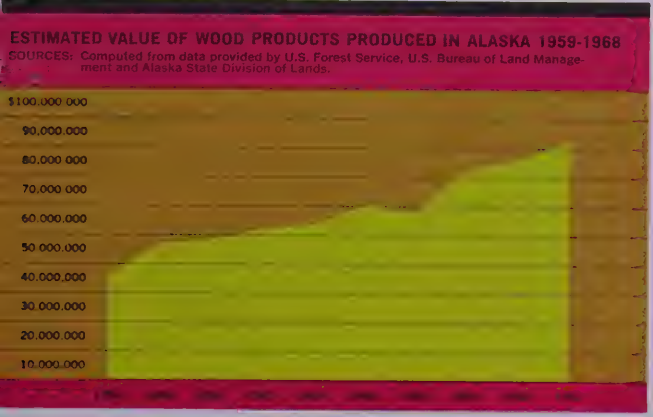
Left: Following primary processing in an Alaskan mill, lumber is ready for loading aboard a specially designed Japanese ship.

Right: Two major pulp mills are in full operation in southeastern Alaska, while a third is scheduled for completion in 1973.

Far Right: It's just a short haul from many of Alaska's coastal logging areas to waterside lumber mills.


ALASKA TIMBER PRODUCTION 1959-1968

SOURCES: Computed from data provided by U.S. Forest Service, U.S. Bureau of Land Management and Alaska State Division of Lands.


ESTIMATED VALUE OF WOOD PRODUCTS PRODUCED IN ALASKA 1959-1968

SOURCES: Computed from data provided by U.S. Forest Service, U.S. Bureau of Land Management and Alaska State Division of Lands.

Tourism

As healthy growth continues, the opportunities related to the development of more facilities and to "off-season" promotion have become apparent.

Above: The State of Alaska's M/V Wickersham carries both passengers and vehicles along the famed Inside Passage.

Far Left Above: Distinctive native arts and crafts provide unique appeals for visitors to nearly all parts of the state. Here, an Eskimo woman works on handcrafted mukluks.

Far Left Below: Off-season travel is earning increased support from Alaska's travel industry. Spring and fall tourists will find such unusual programs awaiting them as this crab race at a Kodiak festival.

Left: For the footloose, many of Alaska's off-beat attractions offer rare treats. Here, hikers descend to the upper terminal of the Mt. Alyeska resort chairlift near Anchorage.

One simple explanation of Alaska calls it "six states in one."

Each of those six "states" of Alaska described earlier in this book is crammed with a magnificent beauty which is unique to most of the state's visitors. And each also has its own particular highlights, whether it be salmon fishing, Eskimo ivory carvings, or North America's highest mountain.

And therein lies Alaska's nearly limitless tourism appeal. It is an appeal which is drawing a visitor increase of 14 per cent each succeeding year.

More than 100,000 tourists, spending $36,000,000, were estimated at the close of the 1969 summer season. Current forecasts call for a yearly 325,000 tourists and $100,000,000 in expenditures by 1980.

Travelers arrive and move about by several means:

1. American and Canadian cruise vessels: These meet a primary need—facilities. Summer, 1969, brought a marked increase, with the first Alaskan voyages by three prestige cruise lines and with increased activities by others. This brings the total to six cruise lines with nine vessels serving Alaska and more to come in 1970.

2. Nearly two dozen international, interstate and intrastate airlines. As an example of the growth of air travel, the Anchorage International Airport logged 210,289 inbound and outbound passengers in 1959; 539,949 in 1964; and 1,107,974 in 1968.

3. Autos and campers via the Alaska Highway. Nearly 40 per cent of the tourists use this mode of travel.

4. Autos and campers from Seattle or Prince Rupert, Canada, via the State's Southeastern Alaska ferryliners, which carry tens of thousands of passengers and vehicles each year.

Aggressive promotional programs by both the private sectors of the travel industry and by the State tell Alaska's story through advertising, sales promotion, publicity, and other means. The State's efforts are guided by the Travel Division of the Department of Economic Development which coordinates its own program closely with industry's efforts.

TOURISM INDUSTRY OPPORTUNITIES

The primary needs and the business opportunities can be voiced in the same breath.

1. More facilities, particularly at the medium-price level, are necessary to accommodate the growing peak summer load, and to meet possible future off-season requirements of tourists and business travel. Such facilities are needed both in key cities and at such principal attractions as the Mt. McKinley area.

2. Development of activities to extend the tourist season and of increased promotion of the off-season attractions and price-savings is another category. Stimulation of such off-season travel to Alaska is a current primary goal of the industry. Increased emphasis on conventions, meetings, and seminars in Alaska is another step being taken by both the State and private business.

3. More attention is deserved by the arts and crafts of Alaska's Eskimos, Indians and Aleuts. Their work long has been considered a prime attraction by tourists, and is worthy of increased focus.

4. Alaska's natural attractions have stimulated the establishment of many out-of-the-way resorts, lodges and camps in areas of unquestioned tourist and sportsman interest. (Hunting and fishing are two prime drawing cards for travelers.) They are just as appealing to in-state residents as to tourists. Nevertheless, more capitalization, improved and expanded accommodations and other facilities, and intensified sales promotion will be necessary to build a profitable statewide picture. Meeting those criteria can open several areas of opportunity in Alaska.

More specific information on the visitor industry potential can be provided by the Alaska Travel Division and by many of the other agencies and organizations listed in the back of this book.

ESTIMATED TOURIST VOLUME 1964-1969
SOURCE: Travel Division Alaska Department of Economic Development

Year	Tourists
1964	59,200
1965	69,600
1966	73,100
1967	86,700
1968	90,000
1969	107,000
1970 (Projection)	123,000

AIR TRAVEL INDICATOR: Anchorage International Airport
SOURCE: Aviation Division, Alaska Dept. of Public Works.

Fiscal Year	Total Passengers* In-Out	Total Freight (lbs.) In-Out	Total Revenue Landings
1959	210,289	38,715,251	8,729
1960	273,776	32,847,745	9,312
1961	316,959	37,512,885	9,831
1962	396,945	39,538,550	10,742
1963	419,480	42,657,481	9,326
1964	539,949	51,991,580	10,542
1965	536,789	52,725,196	10,349
1966	807,056	65,623,624	13,696
1967	879,590	72,176,000	15,793
1968	1,107,974	101,544,000	18,894

*Includes all passengers, i.e., tourists, business, military and other.

Minerals

The potential is rich and varied and new survey techniques are expected to establish its limits.

Above: Alaska has a potential to become an international supplier of coking coal.

Left: Transportation convenience is a key consideration in the development of Alaska's minerals. Here, a barite loading operation is about to begin at a southeastern Alaska terminal.

NON-OIL AND GAS MINERAL PRODUCTION IN ALASKA

SOURCE: Alaska Department of Natural Resources, Division of Mines and Minerals; and U.S. Department of Interior, Bureau of Mines.

($000)	1959 Value	1962 Value	1964 Value	1968 Value
Coal	$ 5,869	$ 6,409	$ 5,008	$ 5,034
Gold	6,262	5,784	2,045	814
Mercury	852	711	95	$78
Sand and Gravel . . .	5,265	5,355	18,488	20,729
Silver	19	24	9	6
Undistributed (a) . .	1,917	4,256	4,956	4,117
Total Value . .	$20,184	$22,539	$30,601	$30,778

(a) Includes barite, copper, gem stones, lead, peat, platinum-group metals, stone, tin and uranium ore.

The cumulative value of all of Alaska's mineral production, including petroleum, since 1880 is about $2.5 billion. In the future, however, that total may represent the ANNUAL mineral production of the state. Comparisons of Alaska's geologic structure to that of related developed areas in Canada and the eleven western states indicate a potential increase of mineral production of 30 to 100 times, with a potential value of $2.5 billion annually.

Excluding petroleum, the value of other mineral products has averaged more than $30 million annually since 1959. It totaled $31 million in 1968. In that year, sand and gravel, at $21 million, were the leaders, with approximately 17 million tons moved. Seventy-five per cent went to the government and its contractors. Increased construction industry expansion is expected to create more demands in the future.

Deposits of iron are extensive, with significant and accessible areas in Southeast Alaska, near Bristol Bay, in the Kobuk River basin, and elsewhere. Principal attention currently centers on Port Snettisham south of Juneau, where the Marcona Corporation is preparing for mining operations to extract one-half billion tons of ore grading 15 to 20 per cent. Two to four million tons of iron ore will be pelletized annually for shipment to Japan, possibly beginning as early as 1972. The ore development awaits the completion of the nearby Snettisham hydroelectric power project. Besides its Snettisham holdings, Marcona also has a 10-year lease from the village of Klukwan near Haines for prospecting and mining in the village's mountain of iron ore estimated at several billion tons, and on an alluvial fan of several hundred million tons of broken ore.

Gold, a $759 million bonanza over the years of Alaska's history, produced less than $1 million in 1968, and has declined in importance because of its pegged price. There now is only one dredging operation in the state, and only one company has prospects of long-range production: the Chandalar Gold Mining and Milling Company, which just completed work on a 100-ton mill north of the Arctic Circle. It estimates it has 20 years of ore in sight worth $5 million.

Coal reserves are estimated at 120 billion tons, and are widely distributed throughout the state. Two fields at Matánuska and Nenana have reserves of more than 7 billion tons. A 22,000-kilowatt steam power facility constructed at the mine mouth at Healy uses 11 tons of coal per hour to supply power to Fairbanks.

Besides these, other minerals produced include copper, lead, mercury, tin (Alaska has the only U.S. tin deposits), platinum group metals, silver, barite, gem stones, and stone. The combined value of these in 1968 was $6 million.

During and following the First World War there was extensive copper mining in Alaska on some of the rich deposits found throughout the state. The Kennecott Company has continued investigative work on a deposit in the Kobuk region, 50 miles north of the Arctic Circle. Any lifting of restrictions on the export of copper by the federal government is expected to revive the industry.

Alaska's mineral wealth, by no means depleted by past mining, ranges from antimony to zinc with deposits of most known minerals somewhere in the state. It has deposits of nearly all of the minerals classified as strategic and critical by the federal government. The statewide inventory lists and describes about 6,000 mineral occurrences.

Mining has a particularly rich potential in Southeast Alaska, with known deposits of iron, copper, uranium, and many others. A big factor in the decline of the industry in this and other parts of the state, however, has been the previous extraction of obvious high-grade deposits, with the present market demands not strong enough to support the increased costs of extracting known lower-grade deposits.

Alaska's present need, therefore, is for a detailed subsurface inventory in the previously untouched areas. A major emphasis now is being given to promoting the use of remote sensing devices in coordination with ground surveys to locate important deposits. The "hardware" for this is new, much of it developed for military purposes. Developers are anxious to prove their peaceful uses to the world, and Alaska may be the testing ground.

The policy guiding development of Alaska's resources is "wise multiple-use in the total public interest." As areas are set aside for wilderness and other public purposes, therefore, the State is determined to make sure that treasures beneath the earth are located and developed.

Agriculture

The giant cabbages? Yes, Alaska still has them. But the agricultural scene appears to be broadening.

A farmer who left Alaska 10 years ago and just returned to the rural scene would find that not really too much had changed. Equipment and farming practices may be more contemporary, but the level of action has remained reasonably constant, as a look at the table on this page will show.

Egg and dairy products, some meat and wool, hardy vegetables, and grain, hay and silage were the principal categories a decade ago and their production hasn't changed a great deal during the ensuing period.

But give the Alaskan agricultural scene another ten years and the picture may be considerably different, thanks, in part, to the research which has been carried out recently.

Two million acres of Alaska's soil can be considered agricultural. Of this, approximately 800,000 acres is tillable. Far less than 10 per cent of that land is being used. Then, too, there are hundreds of thousands of acres of grazing lands.

The promises of Alaska's agriculture are these:

Expansion—Alaska as a market is expanding, but adequate capitalization, mechanization, and sophisticated technology will be necessary to profitably produce the staples Alaskans need. There's no question of the suitability of these foodstuffs to Alaska's growing conditions. Alaska's round-the-clock summer daylight, the climate, and the lack of pests and insects are great boons to such products. Peas are a prime example. Considerable testing has been carried out on freezing Alaska's high quality peas. The findings are promising and first steps are being taken to market them in the other states as well as in Alaska.

Ranching—Alaska's climate and massive grazing areas offer distinct advantages to ranchers. The relatively moderate climate near the Gulf of Alaska means larger, healthier animals; cleaner and better wool, and a minimum loss of livestock to weather. This is true for beef, lamb and pork, and for two native animals of the north:

Reindeer and Muskoxen—A growing herd of 30,000 reindeer now exists in the region around Nome. The State has developed a slaughterhouse to assist Alaska natives in processing and marketing the meat.

The State also is attempting to re-establish muskoxen on Nunivak and Barter Islands. The unusual heavy coat of the musk ox is superior to wool in the production of heavy-duty garments.

Detailed information on Alaska's agriculture can be obtained by contacting the State's Division of Agriculture.

Below: Principal farming area is the colorful Matanuska Valley north of Anchorage.

Below Left: High quality peas, primarily for freezing, are an important new product from Alaska's Matanuska Valley.

Below Right: Beef cattle and muskoxen represent two areas of agricultural potential.

AGRICULTURAL PRODUCTION 1959-1968

SOURCE: Alaska Agricultural Statistics, 1959 and 1968, Alaska Crop and Livestock Reporting Service.

	1959	1968
LIVESTOCK PRODUCTS	$2,919,251	$3,278,000
Milk	1,878,156	1,882,000
Eggs	469,188	503,000
Poultry	33,025	21,000
Meat (beef, pork, lamb)	251,725	456,000
Wool	62,157	92,000
Reindeer	175,000	324,000
VEGETABLES	$ 892,856	$ 914,000
Potatoes	588,956	631,000
Cabbage	46,040	41,000
Lettuce	76,380	118,000
Carrots	55,220	61,000
Others	126,260	63,000
GRAIN, HAY AND SILAGE	$1,312,053	$1,161,000
TOTAL VALUE OF PRODUCTION	$5,124,160	$5,353,000

Furs, Wildlife and Sports Fish

They serve as tourist attractions,
recreational activity, sustenance,
and commercial enterprise.

From the days of the early Russian explorers to the present, the fur trade has been a principal industry in Alaska. It currently accounts for harvests totaling more than $5 million annually.

Although not a commercial item, Alaska's wildlife constitutes an important phase of the state's economy too. Sportsmen from throughout the world are drawn by the appeal of abundant bear, moose, caribou, deer, Dall sheep, mountain goats, elk, timber wolves, and other animals, plus migratory waterfowl, grouse, ptarmigan and fresh and salt water fish.

Alaska's hunting and sports fishing are important segments of the state's economic life. The Fish and Game Department estimated that sports fishermen alone spent almost $20 million in Alaska during 1968. And non-resident sports fishermen accounted for 33,610 of 93,323 licenses sold during the 12 months ending June 30, 1969.

The guiding industry and other portions of the sportsmen's scene account for several million dollars more each year.

FUR INDUSTRY OPPORTUNITIES

Four primary animal categories make up Alaska's potential:

1. Land mammals, such as mink and beaver, constitute approximately one-fourth of the production. Generally they are taken by trapping. The possibilities of inexpensive feed from fish wastes and bottom fish point to the reintroduction to Alaska of mink as a ranch animal, too.

2. The desirability of hair seal for garments has fluctuated considerably in recent years. A strong new market among American dealers may increase the production significantly as the new decade starts. Heretofore, Europe has provided the primary outlet for the multi-hued skins.

3. Alaska's single most important fur animal is the fur seal, which brings the State an estimated $2.5 to $3.5 million annually. The U.S. Bureau of Commercial Fisheries manages all facets of the fur seal activities.

4. The reintroduction of sea otter to the world's fur market-place in 1968 marked the first sale since near the turn of the century. Once nearly hunted to extinction, the sea otter resource has been strengthened in recent years. Approximately 1,500 State of Alaska sea otter skins were auctioned in 1968 and 1969, drawing a high price of $2,300 each for four premium quality pelts in one sales lot.

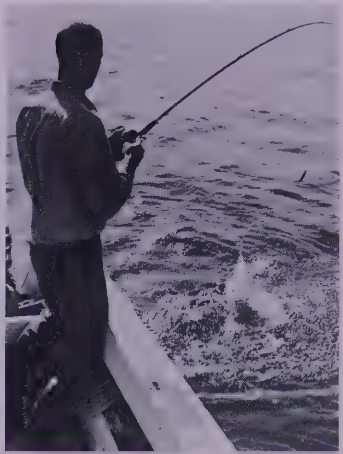
The State is expected to carry out a controlled harvest of 500 sea otter each year, with subsequent sales to the fur industry planned.

Above Left: Alaska's brown, grizzly and polar bears are coveted game animals prized by hunters from throughout the world.

Below: The State's redeveloped sea otter stock now is thriving and producing animals with such rich, luxurious coats as that shown here.

Left: The lure of the big catch attracts more than 30,000 out-of-state fishermen to Alaska each year.

Right: Each spring, thousands of geese and other waterfowl return to Alaska's abundant land and its waterways.

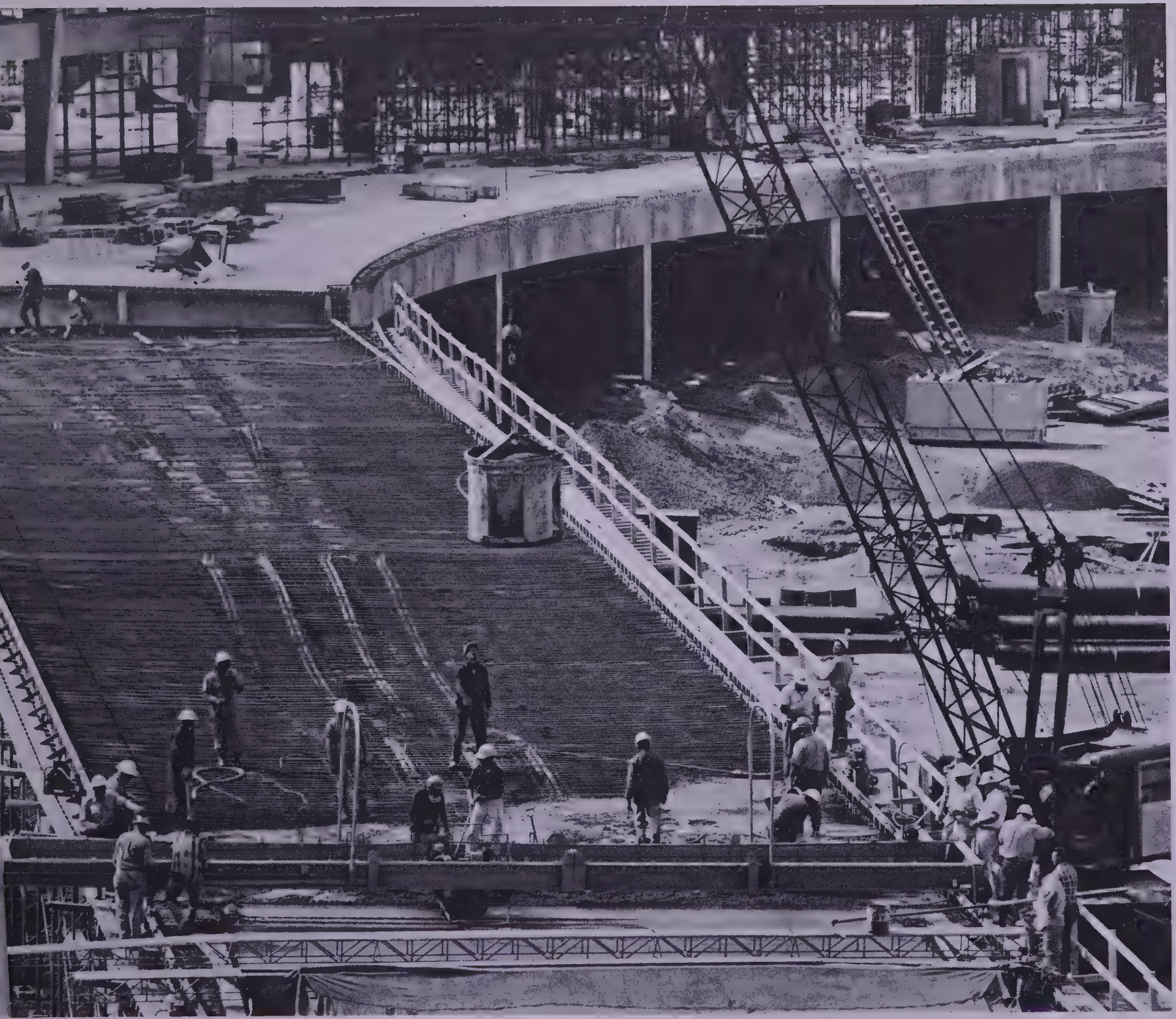


Construction

Oil-related projects and a growing general economy shove government jobs from the spotlight.

Above: New building techniques and materials, including the use of plastic sheathing, are allowing year-around construction on many types of projects in Alaska's colder regions.

Left: Throughout the state, construction scenes such as this are taking place with growing frequency.



Ten years ago, if you had jotted down on pieces of paper all of the construction jobs underway in Alaska and tossed the slips of paper in a hat, the chances would have been high that any one you pulled out would have represented a Federally financed project. A size 6⅞ hat would have done the job.

Alaska is ten-gallon-hat country now, both literally and figuratively. And, proportionately, the Federal government now is just one of many principal contracting organizations.

New projects are announced almost daily now. Recapping them is for the news media, not for a report of this type. Nevertheless, there are some obvious reasons:

1. The vigor of the North Slope oil activity . . . From the oil drilling sites themselves across Alaska to Prince William Sound, the construction is proceeding at a record pace.

2. The coming of age of the Kenai Peninsula petroleum and petrochemical activities . . . Newly completed facilities are expected to serve as the hub for additional complementary projects and communities.

3. The start of Alaska's industrial adolescence . . . This is best identified by the stepped-up economic tempo evident throughout these pages.

Underlying these factors are the growing abilities of builders in Alaska to carry out work year around. Plastic sheathing, new forms of heating equipment, concrete additives, and other improvements have been cited as steps which have been taken toward non-stop work during periods of inclement weather. However, this is not to minimize the difficulty of winter construction in Alaska's colder regions.

Lumped together, Alaska's principal construction jobs at the start of the new decade are the North Slope projects and pipeline; Snettisham Dam and power plant near Juneau, scheduled for 1972 completion; a $85 million or more Southeast Alaska pulp plant for U.S. Plywood-Champion Papers; the new Anchorage-Fairbanks Highway, and several others.

Light construction reflects much the same tempo, particularly in the metropolitan areas of Anchorage and Fairbanks. The need for economical home construction in those cities will be critical in the early 1970's, too.

Commercial & Service Businesses

The glamour of the Arctic oil strike doesn't rub off on them much, but Alaska's service and trade businesses are expected to surge ahead in the Seventies, too.

GROSS BUSINESS RECEIPTS ($000 Omitted)

SOURCE: Alaska Department of Revenue—Annual Gross Business Receipts.

Calendar Year	Total	Wholesale	Retail	Service
1959	$ 713,212	$ 65,639	$236,815	$20,434
1960	730,731	74,157	272,151	26,451
1961	897,671	87,237	302,962	31,963
1962	931,851	96,775	309,895	25,925
1963	976,560	77,047	347,897	23,835
1964	1,031,890	101,991	352,960	24,288
1965	1,243,147	123,375	391,501	25,265
1966	1,375,078	143,708	461,977	33,850
1967	1,506,390	171,685	489,148	40,771
1968	1,555,330	140,412	514,266	58,939
Change 1959-1968:				
Amount	$ 842,118	$ 74,773	$277,451	$38,505
Per Cent	118%	114%	117%	183%

The surge of the 1970's is expected to be felt strongly in several facets of Alaska's wholesale, retail and service businesses.

Handicaps still will be there, but high transportation costs, long distances, small markets, and a relatively small workforce all are diminishing as inhibiting factors.

Growing sophistication in transportation methods, an increasing population, and mounting oil and forest-product activities are whittling away at many of Alaska's oldest economic ills.

Left: An increasing number of retail stores and shopping centers are providing Alaskans and visitors with a wide variety of merchandise.

Below: Improved distribution methods and related transportation systems are key factors in the growing sophistication of Alaska's commercial business.

Gross business receipts cited on this page illustrate the steady growth since statehood. The increased activities of the 1970's promise considerably faster growth in many areas of the state.

EMPLOYMENT IS ANOTHER INDICATION

By the end of 1968, the number of people in trade businesses (wholesale and retail) had increased approximately 74 per cent over the 1959 average. Services gained 79 per cent in the same period.

The trade industry in Alaska ranks near the top in number of people employed. The average monthly employment in 1968 was 12,500, with retail and wholesale totaling 10,100 and 2,400 respectively.

Alaska's service industry, including hotel, motel, personal business, medical, and other services represented employment for 9,300 persons in 1968.

Growth in these industries is directly related to the expansion of Alaska's economy, particularly to the recent gains in petroleum and tourism. Examples of the increases in retail, wholesale, and services sectors from the growth of the oil and gas industry can readily be seen in the Anchorage, Kenai and Fairbanks areas. Expansion on the North Slope and in the petrochemical field will create even more demands in the next few years.

The same situation holds true as new forest products and fisheries facilities are created.

It has been estimated that 100 new workers will provide an increase of about one-third of a million dollars in retail sales. But much more can be expected since demands also increase in housing, medical, recreational, personal, and other services.

The expansion of Alaska's tourism industry, projected to bring approximately 325,000 tourists by 1980, will have a great impact on the state's service industry, as will growing business travel. Increases in hotel and motel accommodations, dining facilities, local transportation carriers, recreational facilities, and personal services will be necessary. This industry is expected to be among the fastest-growing in the next few years.

Other Services

A growing solidarity in education, finance, labor, and utilities means greater business optimism.

EDUCATION

Education in Alaska's school system, recognized as one of the nation's best, is free and compulsory for children between six and sixteen.

Elementary and secondary schools located in organized boroughs are operated by local school boards under borough jurisdiction. (Boroughs are county-like political units serving the major population centers.) The State owns and operates the schools outside of local boroughs and on several military bases. It also operates regional vocational high schools at Nome and Kodiak.

Three institutions of higher education are found in Alaska: the University of Alaska at College, Alaska Methodist University at Anchorage, and Sheldon Jackson Junior College at Sitka.

The University of Alaska is a land grant university with its main campus near Fairbanks and community college branches in major cities.

It is recognized as a center for upper air research, Arctic biology, water pollution, Arctic environmental engineering, and other research areas.

FINANCE

The North Slope oil strike and the $900 million State land lease sale represent Alaska's most significant financial developments since the giant land was purchased from Russia a century ago.

But even before the Arctic oil developments, a noticeable trend had become evident in Alaska's banking, insurance, and other private financial areas . . . more of Alaska's money now is staying in Alaska.

Demand and savings deposits have increased significantly. They totaled $394 million in 1968. Loans and discounts have followed the trend. Similarly, the number of insurance companies of all types authorized to write in the state has shown a steady increase.

While the private domestic capital situation continued to improve, the State developed several financial programs of interest to business and industry, and the Federal government made available its services.

LABOR

The first effects of the labor need created by the North Slope oil strike were felt in 1968, when the annual average civilian workforce rose 3.8 per cent over the previous year. The annual monthly average was 100,100 persons. Air transportation work in support of the North Slope and other commercial flying showed a 25 per cent increase, as did mineral extraction (including oil).

Alaska's workforce climbed to an all-time high of 118,200 in July, 1969, and continuing increases are expected in the coming years.

The State has been at work in creating programs for developing Alaska's own human resources, particularly unskilled native workers. A recent key step was the development of a $2.3 million Residential and Skill Training Center in Seward.

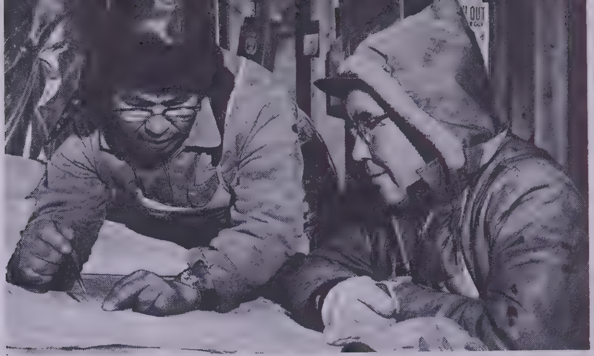
Other State and locally supported programs have been developed in the forest and fisheries industries.

UTILITIES

Electric power historically has been provided by private enterprise, local municipal governments or rural cooperatives. This power has been produced primarily from thermal sources, but some hydroelectric development has occurred. Potential production from this latter source is extremely high and offers prospects of large quantities of low-cost power to attract industrial expansion.

Federal agencies are active in the power development field. In 1967, the Alaska Power Administration was established as a bureau within the Department of the Interior. Its offices are located at the State capital. Congress approved funds for the Snettisham hydroelectric project now under construction 28 miles southeast of Juneau. Estimated cost of the first phase is $43.5 million and ultimate capacity will be approximately 60,000 kilowatts. Initial power from this project is expected in 1972.

Water for domestic and industrial purposes in the state comes mostly from surface diversions, although some ground water wells are utilized in the Anchorage, Fairbanks and Juneau areas. An abundance of water is available in Alaska, but observance of sound pollution controls must be exercised.



For years, the Federal government has owned and operated all long-line communication in Alaska. Now, RCA Global Communications, Inc., a subsidiary of Radio Corp. of America, has taken over the system and is committed to a program of improved telephone and telegraph service and equipment. The Air Force will continue to operate the military portions of the former network.

ALASKA WORKFORCE ESTIMATES – ANNUAL AVERAGES

SOURCE: Alaska Department of Labor–Annual Workforce Estimates

Calendar Year	Total Employment	Wholesale	Per Cent of Total	Retail	Per Cent of Total	Service	Per Cent of Total
1959	62,900	1,300	2.1	5,900	9.4	5,200	8.3
1960	67,100	1,400	2.1	6,300	9.4	5,400	8.0
1961	67,000	1,600	2.4	6,500	9.7	5,700	8.5
1962	68,600	1,600	2.3	6,600	9.6	6,000	8.7
1963	71,700	1,600	2.2	7,000	9.8	6,400	8.9
1964	75,500	1,700	2.3	7,100	9.4	6,900	9.1
1965	81,000	1,900	2.3	8,100	10.0	7,500	9.3
1966	83,300	2,100	2.5	8,700	10.4	7,800	9.4
1967	96,000	2,400	2.5	9,400	9.8	8,700	9.0
1968	100,100	2,400	2.4	10,100	10.1	9,300	9.3
Change 1959-1968							
Amount	37,200	1,100		4,200		4,100	
Per Cent	59%	85%		71%		79%	

Above: On-the-job training for Eskimo workmen is a representative step in the State's efforts to find useful employment for Alaska's natives.

Below: Schools in the northland range from large metropolitan facilities to small village buildings such as this.

Alaska's Transportation Network

Direct air routes to Europe and the Orient, new cargo handling methods and a growing land and marine "highway" system are indications of increasing maturity.

Above: The handling of containerized cargo and complete rail cars is of principal concern in Alaska's growing port areas.

Below: The Alaska Railroad's route crosses the heartland of the state's most populous region, running from Fairbanks in the north, through Anchorage to Seward.

A quick look at Alaska's vast size and varied topography gives reason for a newcomer to wonder about the state's transportation system. Surprising to most, though, is the high mobility and casual ease inherent in Alaskan travel.

Jet transports, tandem tow barges, other modes of contemporary transportation, and improved cargo containerization and handling methods have drastically changed movements to, from, and within Alaska in recent years. Expansion in many phases of mineral, fish, and forest production also has added up to growing tonnages being shipped OUT of Alaska as well as in to it.

AIR TRANSPORTATION

Interstate and intrastate carriers and several major international airlines fly over Alaska's more than 20,000 miles of scheduled air routes. Charter and bush pilot operations provide accessibility to all other points in the state.

In addition to increasing passenger service, accelerated air cargo is expected to be an important factor in further reducing freight rates.

LAND HIGHWAY SYSTEM

Primary hard surface roads serve and interconnect Fairbanks; the ports of Anchorage, Seward and Valdez; Canada's Yukon Territory, and other points. Approximately 4,000 miles of secondary roads serve other areas of the state.

Large federal and State expenditures are expected during the Seventies to expand and improve the highway system, including the completion of a direct route now being constructed from Anchorage to Fairbanks.

In addition to in-state service, several carriers provide scheduled motor freight and bus service via the Alaska Highway which leads through British Columbia to the rest of the continental United States.

MARINE HIGHWAY SYSTEM

From the Pacific Northwest – This year-around service by the State connects the Southeastern Alaska network with Seattle, Washington, via Puget Sound and the sheltered Inside Passage.

Southeastern Alaska – A major 500-mile route connects Prince Rupert, British Columbia; Ketchikan; Wrangell; Petersburg; Sitka; Juneau; Haines; and Skagway. The State's ferryliners provide regular year-around service to those ports and also connect with the Canadian Highway and Ferry networks at Prince Rupert in the south, with the Haines and Alaska Highways in the north, and with the White Pass & Yukon Railroad at Skagway.

Southcentral Alaska – Seward, Kodiak, Homer, Seldovia and Anchorage are connected by one route and Whittier, Cordova and Valdez are served by a second system.

RAILROAD SYSTEMS

The Alaska Railroad connects Fairbanks with the Ports of Anchorage, Whittier, and Seward (470 miles). The federally owned railroad serves an area in which more than 50 per cent of the state's population lives.

The White Pass & Yukon Railroad connects Skagway, Alaska, and Whitehorse, Yukon Territory (Canada), a rugged 110-mile route. This narrow gauge line carries passengers as well as sizeable ore loads and other freight.

PRINCIPAL NAVIGABLE RIVERS

Key river systems include the Yukon and its tributaries, Kuskokwim and its tributaries, Kobuk, and Stikine. Although none of them is presently a major transportation route, these rivers provide opportunities for tourism and for barge shipment of heavy equipment.

OCEAN TRANSPORTATION

Several domestic and foreign steamship and tug and barge lines provide regular cargo service and charter sailings which connect West Coast ports with 18 major ports and more than 50 smaller ports in Alaska. Trainships and rail-barge service from the Pacific Northwest connect with the Alaska Railroad. And traffic to the Far East has been increasing as commerce with that area has grown.

Principal deepwater ports are located in Anchorage, Seward, Whittier, Valdez, Cordova, Kodiak, Skagway, Haines, Juneau, Petersburg, Wrangell, Ketchikan and Sitka. These year-round ports benefit from the warm waters of the Japanese Current.

PIPELINES

An 800-mile pipeline is being developed from North Slope oil country to the Valdez area on Prince William Sound.

State & Private Services for Development

Alaska's efforts are aided by a constitution designed to foster the state's growth and development.

At every level, Alaska's government is committed to the sensible development of the state's industrial base.

Keenly aware that with a small population it is impossible to finance industrial development primarily from within, Alaskans, in 1967, set up laws and agencies designed to assist private industry to establish itself more firmly in the state.

Some general background is set down first to assist the reader in understanding the services offered by the State.

ALASKA'S GOVERNMENTAL STRUCTURE

Alaska's constitution, created by convention in 1955 and enacted in 1959 with the granting of statehood, was designed to foster growth and development of the state. Its legislative, executive, and judicial structures generally follow traditional American patterns. The constitution provides for a strong executive branch, with the governor elected for four years.

Bonds — General obligation bonded debt may be incurred by the State and its political subdivisions for capital improvements only after ratification of the voters at a referendum election. However, State general obligation bonds, authorized by the Legislature, may be issued for the purpose of meeting natural disasters and other similar occurrences. Interim borrowing against revenue collections to meet authorized expenditures must be repaid by the end of the next fiscal year following the year in which the borrowing occurred.

Taxes — Principal State taxes cover income (individual, fiduciary, and corporation), motor fuel (highway, aviation, and marine), alcoholic beverages, commercial fish, business, insurance premiums, and cigarettes. The State Legislature also has authority to levy a State ad valorem tax and a consumer's sales tax, but no such taxes have been levied. These sources of revenue, along with the property tax, have been left to local governments.

State Land —At the date of statehood more than 99 per cent of the land of Alaska was under federal stewardship. Under the Statehood Act, the State was authorized to select 104 million acres of federal land over a 25 year period. A small portion of the available land has been selected. State land may be obtained by individuals by bid procedures or by purchase at fixed prices.

Boroughs — Alaska has no overlapping county or township governments. Instead, it has ten uniquely functioning organized boroughs providing area-wide local government services to the more populous areas of the state. (These services are provided in the less populous, unorganized boroughs by the State Legislature.) The Constitution prohibits overlapping special purpose tax districts. Several classes of cities are authorized within boroughs.

DEPARTMENT OF ECONOMIC DEVELOPMENT

This department is the principal State agency charged with promotion of business and industrial activity. As such, it is an action agency operating within the framework of executive branch policies and goals.

The Industrial Development Division of the Department was created in 1967 solely to aid industry and to stimulate productive development.

The Alaska Travel Division is the Department's other principal operating arm. Its function is to promote tourism and provide leadership in expanding it.

The Industrial Development Division of the Department of Economic Development offers many services to business and industry. It is a focal point for the dissemination of information regarding the industrial structure of Alaska. It provides research on special topics and schedules presentations to interested businessmen and industrialists both within and outside of the state. The Division also acts as coordinator with other State and Federal agencies that provide services to business and industry.

Several programs offering financial and technical assistance to industry also are administered by the Department. These include:

Alaska Industrial Tax Credit Act — Enacted in 1968, it provides for a tax credit of up to 75 per cent of the original investment for a period not to exceed 10 years. Local governments are permitted to grant a tax credit up to 25 per cent of their taxes for the same period.

Alaska Industrial Development Authority — This act provides for a revenue bond financing authority within the Department of Economic Development. The Authority has the power to issue bonds to pay the cost of acquiring by construction, purchase, or lease or improving and equipping a project.

Small Business Development Corporation of Alaska — This was established to assist qualifying local development companies in Alaska to secure loans through the Small Business Administration 502 program by sharing in their portion of the financing of the construction, conversion, or expansion of facilities of qualified small businesses.

Business and Industrial Development Corporation — A private corporation may be organized to promote, develop and advance the prosperity and economic welfare of the state. The Commissioner of Economic Development will assist the incorporators in forming the corporations and will meet with and advise the corporation's Board of Directors.

State Technical Services Program — Functioning as an extension service to business and industry management, the Department of Economic Development now provides technical information to industry groups through this program.

Far Right: Alaska's exhibits at Fish Expo, the commercial fishing industry's primary trade show, have been coordinated by the State and have included participation by Federal and State agencies and private industry.

Right: State-spearheaded construction on such needed facilities as expanded airports represents a prime State service.

Below: Alaska's industrial and travel promotion efforts at Expo 70, the Osaka, Japan, World's Fair, include the world's largest totem pole, shown here at Haines before shipment to the Far East.

THE NORTH COMMISSION was created by the State in 1967 to attack the problems of surface transportation to resource-rich Arctic Alaska. NORTH, in this instance, means Northern Operations for Rail Transportation and Highways, and the Commission is composed of five resident and five nonresident recognized experts in the field of transportation.

THE COAST COMMISSION was created in 1969 for the development of a comprehensive coordinated State plan for the wise multiple use and conservation of Alaska's marine and coastal resources. Composition of the Commission includes five Alaskans knowledgeable in oceanographic resources and problems, and five members with similar qualifications from outside the state.

THE ALASKA STATE CHAMBER OF COMMERCE is another positive force for development, with a proud record of achievement and cooperation with State government. Chamber "trade missions" have been fielded both domestically and overseas. Its several hundred members represent the state's leading business talent.

THE ALASKA BUSINESS COUNCIL is a constructive contribution of Western Air Lines toward furthering the economic development of Alaska. ABC's action programs are guided by Alaskans representing all areas and interests. Though not an active member, Western Air Lines provides the Council with an executive secretary, funds it with $100,000 annually, and offers executive-level liaison between the ABC and industry within the areas served by the company.

Community Profiles—1969

Color-coded to their geographical locations on the map opposite.

Typical of the marine-oriented communities of Southeastern Alaska is the state's capital, Juneau.

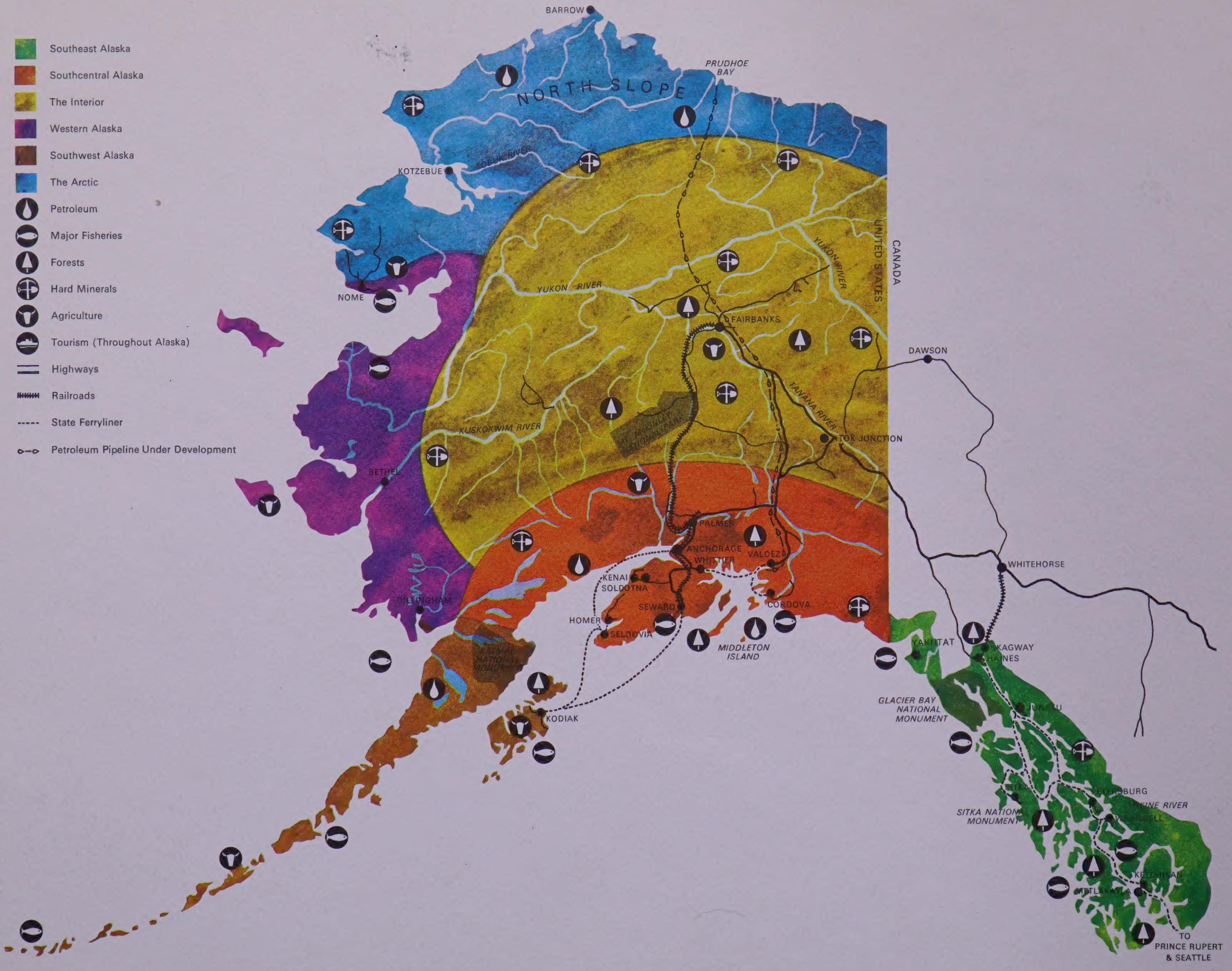
Fairbanks serves as the hub of the Interior region as well as the jumping-off point for transportation to the North Slope.

		ANCHORAGE	BETHEL	CORDOVA	DILLINGHAM	FAIRBANKS	HAINES	HOMER
Population	1950	11,254	651	1,165	577	5,771	650	307
	1960	44,237	1,258	1,128	424	13,311	860	1,247
	1969	53,000	2,150	1,320	1,000	21,000	950	1,350
TRADE AREA POPULATION		120,000	14,000	1,600	2,400	49,000	1,000	3,500
CLIMATE: Precipitation in Inches		19.2	18.0	96.64	26	11.03	53.0	23.5
Elevation—Feet		114	130	48	30	434	0-400	160
INDUSTRIAL SITES:								
Acreage/vacant		1940/30%	43/25	42/6	90/80	346/80	131.8/NA	600/570
Size—min/max acres		Varies	2/10	2/10	2/12	.5/35	.5-50	1/40
Price—low/high $ per acre		.50/1.00/sq ft	800/1,000	4,000/22,000	50/1,500	NA	2,000	500/25,000
Terrain		Level	Level	Hilly	Level	Level	Tideland to Hilly	Lvl-Sloping
Drainage		Fair-Good	Poor	Excellent	Fair	Good	Good	Fair
Subsoil		Snd-Grv-Clay	Permafrost	Gravel	Snd-Grv-Clay	Snd-Grv	Firm	Clay-Grv
Water-cost p/1000 gal. p/mo		20-80c	$4.00	Not Metered	$20.00	90c-$2.00	$3.00-7.50/mo rate	45-90c
Electricity—cost PKWH		1.65-2.39c	12c	5-6c	7.5-15c	3.09-4.9c	4-11c	2.8-5.5c
Telephone costs		$14.25-17.25	$13.00-20.00	$4.75-10.00	$9.00/18.50	$5.65-18.00	$14.00	$14.50-18.50
GOVERNMENT FACILITIES:								
Type of Government		Council-Mgr	Council-Mayor	Council-Mgr	Council-Mayor	Council-Mgr	Council-Mayor	Council-Mgr
Assessed real valuation ($000)		381,999	25,000	6,137	2,453	120,537	2,850	8,500
Personal property, valuation ($000)		93,339	NA	None	1,826	None	1,204	2,000
Property tax rate—mills		24.18*	NA	18	17.5	24.60*	21*	18*
City sales tax		None	2	4	2	5*	2	3*
Police (persons)		105	2	2	1	51	2	2
Fire (persons)		93	Volunteer	Volunteer	Volunteer	36	Volunteer	Volunteer
Insurance classification		4B	NA	6	10	5	6	8
HOUSING:								
Apartment—$ per month		125-250	85-250	100-275	90-175	175-350	50-150	90-175
Rental houses—$ per month		NA	75-200	100-200	80-150	175-350	NA	100-250
Sale of homes ($000)		15-26+	7-20	6-36	8-20	15-50	7-30	3-35
Residential areas (suburban)		Many	None	None	6	11	NA	NA
Range of price ($000)		NA	NA	NA	16-22	15-50	NA	8-25
Hotels & Motels—number/rooms		31/1593	2/24	4/198	2/16	17/674	6/137	7/121
HOSPITAL OR HEALTH CENTERS		8	1	1	2	6	1	1
Physicians & Dentists		118	9	2	5	40	2	2
ESTIMATED EMPLOYMENT		37,098	600	475	145-600 (Seasonal)	15,190	450	342
UNIONS REPRESENTED		All	All	7	3	All	NA	6
EDUCATIONAL FACILITIES:								
Elementary & Secondary Schools—number/rooms		43/995	2/29	2/34	2/21	15/323	2/16	3/27
Colleges, Universities—number		2	0	0	0	1	0	0

*—Includes Borough Tax NA means Not Available Source: Industrial Development Division, Department of Economic Development

**See Kenai re: high school (1/37)

JUNEAU	KENAI	KETCHIKAN	KODIAK	KOTZEBUE	METLAKATLA	NOME	PALMER	PETERSBURG	SELDOVIA	SEWARD	SITKA	SKAGWAY	SOLDOTNA	VALDEZ	WRANGELL
5,956	321	5,305	1,710	623	817	1,876	89	1,619	437	2,114	1,985	758	30	554	1,265
6,797	778	6,483	2,628	1,290	798	2,316	1,173	1,502	500	1,891	3,237	659	335	555	1,350
7,313	5 000	8,640	4,500	2,100	1,050	2,800	1,200	1,800	400	2,170	3,800	700	1,800	900	1,800
13,500	6,000	12,000	9,600	4,300	1,700	5,200	6,500	2,000	600	3,000	7,800	700	3,600	1,000	2,000
55.94	20.5	154.0	54.3	8.2	118.4	17.9	16.6	103	26.3	68	100	26.34	18.67	62.4	82.4
0-300	100	200	0-800	10	0-110	75	240	Sea Level	0-30	Sea Level	0-130	Sea Level	115	0-15	0-80
100/80	NA	50/25	NA	NA	NA	NA	15/15	NA	11/75%	35/65%	28/12	70/25	600/90%	NA	40/40
1/1	NA	1/14	NA	NA	NA	NA	to 120	NA	Varies	Varies	5-19	Varies	Varies	NA	Varies
NA	NA	2,000/6,000	.3-1.6c/sq ft	NA	NA	200+	1,000/4,000	NA	1,000/15,000	NA	3,000/10,000	1,500	800/6,000	NA	NA
Tidelands	Flat	Sloping	Hilly	Flat	Level	Flat	Level	Level	Flat	Sloping	Rolling	Level	Level	Level	Flat
Fair	Excellent	Good	Good	Fair	Good	Poor	Good	Good	Good	Excellent	Poor	Good	Excellent	Good	Fair
NA	Gravel	Rock	Silty	Fair	Gravel	Clay	Gravel	Muskeg	NA	Gravel	Volc. Ash	Gravel	NA	Gravel	Rocky
28*c*	$5.25/mo. min.	Not Metered	$2.60	NA	$20.00-25.00/mo	$6.00	26-96*c*	NA	NA	NA	20-50*c*	$84-234/qtr	NA	25*c*-$1.80	$7.50-150.00/mo
3-5*c*	2-6*c*	1.4-2.1*c*	3.3-3.9*c*	7*c*	2.5-3.3*c*	7*c*	2.3-4.1*c*	NA	4.76-6.5*c*	3-8*c*	1.75-3*c*	5-10*c*	2.86-5.94*c*	4.7-7.6*c*	NA
$7.00-17.00	$14.50 21 00	NA	$12.00-14.50	$11.50-21.00	NA	$9.80-14.40	$12.50-16.50	$12.50-16.50	$14.50-18.50	$12.50-16.50	$13.00-14.50	$10.75	$14.50-21.00	$12.00-16.00	$12.50-16.50
Council-Mgr	Council-Mgr	Council-Mgr	Council-Mgr	Council-Mayor	Council-Mayor	Council-Mgr	Council-Mgr	Council-Mgr	Council-Mgr	Council-Mgr	Council-Mayor	Council-Mayor	Council-Mgr	Council-Mgr	Council-Mgr
57,150	25,000	45,000	33,000	None	NA	5,365	6,247	8,087	1,755	6,947	18,138	3,933	5,597	5,161	8,485
13,567	6,077	11,000	17,000	None	1,500	2,539	1,761	2,286	677	1,812	2,868	2,171	4,398	NA	484
21.91*	17*	18.20*	19.92*	None	None	19	18.50*	16	20.5*	27*	15.50*	18	13*	15	20
3*	3*	4*	3	2	None	3	2	5	3*	3*	4*	2	3*	4	3
20	3	13	10	2	1	5	5	4	1	NA	9.5	1	1	1	3
Volunteer	Volunteer	Volunteer	Volunteer	Volunteer	Volunteer	Volunteer	Volunteer	Volunteer	Volunteer	Volunteer	Volunteer	Volunteer	Volunteer	Volunteer	Volunteer
5	8	4	5	10	NA	7	6	7	8	5	6	7	10	7	7
125-200	225	100-200	125-210	100-225	100-150	90-200	125+	165-225	85-225	55-175	100-225	50-150	160-340	175-250	130+
150-275	300	125-225	110-350	NA	150-175	NA	125+	150-250	75-150	90-200	150-250	50-150	NA	165-275	130+
7-60	27-45	10-28	18-65	NA	NA	15-25	10+	10-30	1.5-16	3-50	15-50	10-30	22-30+	16-40	10-33
9	NA	4	NA	NA	NA	NA	7+	NA	NA	NA	2	NA	NA	NA	NA
10-45	NA	10-60	30-50	NA	NA	NA	NA	NA	NA	NA	5-30	NA	NA	NA	NA
9/351	5/65	6/211	2/72	3/19	1/14	3/98	3/48	3/66	1/21	5/124	3/109	5/108	5/84	2/60	1/36
4	2	2	3	1	1	1	1	1	1	3	3	1	2	1	2
20	6	14	5	5	1	2	6	3	None	4	7	2	3	2	3
5,495	2000	4,015	3,367	523	487	802	580	675	168	650	2,543	327	444	320	622
All	All	All	10	NA	NA	All	All	All	NA	All	All	NA	All	All	All
7/164	4/100	5/111	4/89	2/32	2/25	2/39	3/59	2/37	2/NA	2/32	4/83	2/15	1/16**	2/14	3/34
1	0	1	1	0	0	0	1	0	0	0	1	0	0	0	0


Southeast Alaska
Southcentral Alaska
The Interior
Western Alaska
Southwest Alaska
The Arctic
Petroleum
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Forests
Hard Minerals
Agriculture
Tourism (Throughout Alaska)
Highways
Railroads
State Ferryliner
Petroleum Pipeline Under Development
BARROW
PRUDHOE BAY
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SKAGWAY
HAINES
GLACIER BAY NATIONAL MONUMENT
SITKA NATIONAL MONUMENT
TO PRINCE RUPERT & SEATTLE

Information Sources

Your further questions about business and industrial opportunities in Alaska are invited by the Director of Industrial Development Division, Department of Economic Development, State of Alaska, Pouch EE, Juneau, Alaska 99801. The telephone number is (907) 586-3460 and the cable address is HEADNORTH.

You may also wish to direct specific inquires to other organizations or agencies. Several of them are listed below.

Agriculture
Alaska Department of Natural Resources
Division of Agriculture
Box 800
Palmer, Alaska 99645

Alaska Highway
Alaska Department of Highways
Box 1467
Juneau, Alaska 99801

Alaska Information in Japan
Alaska Far-East Trade & Information
Akiyama Building—Fifth Floor
No. 25, Akefune-Cho
Shiba Nishikubo, Minato-Ku
Tokyo, Japan
Cable: LOOK NORTH

Alaska Marine Highway System (Ferryliners)
Department of Public Works
Division of Marine Transportation
Pouch R
Juneau, Alaska 99801

Alaska Railroad
General Manager
Alaska Railroad
Anchorage, Alaska 99501

Education
Department of Education
Alaska Office Building
Pouch F
Juneau, Alaska 99801

Small Business Administration
Suite 450, Hill Building
632 Sixth Avenue
Anchorage, Alaska 99501

Economic Development Administration
632 Sixth Avenue
Anchorage, Alaska 99501

Department of Commerce Field Services Office
429 D Street
Anchorage, Alaska 99501

Job Opportunities and Living Costs
Alaska Department of Labor
Box 1149
Juneau, Alaska 99801

Lands & Forests
U.S. Forest Service
Regional Office
Box 1628
Juneau, Alaska 99801

Alaska Department of Natural Resources
Division of Lands
344 Sixth Avenue
Anchorage, Alaska 99501

Bureau of Land Management
555 Cordova Street
Anchorage, Alaska 99501

Minerals
Alaska Department of Natural Resources
Division of Mines and Minerals
Box 5—300
College, Alaska 99701

U.S. Geological Survey
508 Second Avenue
Anchorage, Alaska 99501

U.S. Bureau of Mines
Box 550
Juneau, Alaska 99801

Tourism, Travel & Conventions
Alaska Travel Division
Pouch E
Juneau, Alaska 99801

Alaska Visitors Association
Anchorage-Westward Hotel
Suite L-65
Anchorage, Alaska 99501

Fish, Furs & Wildlife
Alaska Department of Fish and Game
Subport Building
Juneau, Alaska 99801

U.S. Bureau of Commercial Fisheries
Box 1668
Juneau, Alaska 99801

General Business
Alaska State Chamber of Commerce
208 National Bank of Alaska Building
Juneau, Alaska 99801
and Reed Building
608 Fourth Avenue
Anchorage, Alaska 99501

Alaska Business Council
360 K Street
Anchorage, Alaska 99501

Federal Field Committee for Development Planning in Alaska
Suite 400
632 Sixth Avenue
Anchorage, Alaska 99501

Two principal characteristics of life in Alaska are the proximity of the natural beauty of the land and the far-reaching use of the airplane. Mt. McKinley looms in the distance in this photograph by Steve and Dolores McCutcheon.

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